

The Hongkong Telegraph.

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NEWSERIES No. 8112

號九初月正年二統宣

FRIDAY, FEBRUARY 18, 1910.

五拜禮

號八十月二英港香

\$6 PER ANNUM.
SINGLES COPY 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS \$15,000,000
Sterling \$1,500,000 at 1/2—\$15,000,000
Silver \$1,500,000 at 1/2—\$15,000,000
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:
Hon. Mr. W. J. Gration—Chairman.
H. E. Tomkins, Esq.—Deputy Chairman.
G. Balloch, Esq.
J. W. Baudou, Esq.
E. G. Burrell, Esq.
G. S. Gubbay, Esq.
O. R. Lennemann, Esq.
Fr. Lieb, Esq.
H. Shollum, Esq.
R. Shawan, Esq.
H. A. Siebs, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.

MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 1 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 1/2 per Cent. per Annum.
For 6 months, 1/2 per Cent. per Annum.
For 12 months, 1/2 per Cent. per Annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 13th November, 1909. [20]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL \$1,000,000
RESERVE FUND \$1,000,000
RESERVE LIABILITY OF PROPRIETORS \$1,000,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 1 per Cent. per Annum on the daily balance.

On Fixed Deposits for 12 months, 1/2 per Cent. per Annum.

WM. DICKSON,
Manager.
Hongkong, 5th April, 1909. [21]

YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS Yen 15,000,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO. OHIOFO.
Kobe. TIENTSIN.
OSAKA. PEKIN.
NAGASAKI. NEWOHANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIOYANG.
HONOLULU. MUKDEN.
BOMBAY. TIE-LING.
SHANGHAI. OHANG-CHUN.
HANKOW.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 1 per Cent. per Annum on the daily balance.

On Fixed Deposits—
For 3 months, 1/2 per Cent. per Annum.
For 6 months, 1/2 per Cent. per Annum.
For 12 months, 1/2 per Cent. per Annum.

TAKAO TAKAMICHI,
Manager.
Hongkong, 11th September, 1909. [22]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Taka 7,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin. Calcutta. Hankow.
Kobe. Peking. Singapore. Tientsin.
Tientsin. Tientsin. Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank).
Direction der Disconto-Gesellschaft.
Deutsche Bank.
S. Bleichroeder.
Berliner Handels-Gesellschaft.
Bank fuer Handel und Industrie.
Robert Warshawsky & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne.
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim Jr. & Co., Koeln.
Bayrische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROBINSON & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT.

INTEREST ALLOWED ON CURRENT ACCOUNT.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KORN,
Manager.
Hongkong, 4th December, 1909. [23]

Banks.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rates may be obtained on application.

INTEREST ON DEPOSITS ALLOWED AT 1/2 PER CENT. PER ANNUM.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 1/2 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 13th January, 1909. [24]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$5,350,000
ABOUT MEX \$7,322,323
RESERVE FUND GOLD \$5,350,000
ABOUT MEX \$7,322,323

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREEDNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 1/2 per Annum on daily balances and accepts Fixed Deposits at the following rates:—
For 3 months 1/2 per Cent. per Annum.
For 6 months 1/2 per Cent. per Annum.
For 12 months 1/2 per Cent. per Annum.

No. 9, Queen's Road Central,
Hongkong.
W. M. ANDERSON,
Manager.
Hongkong, 8th April, 1908. [19]

Insurance

CHINA MUTUAL LIFE INSURANCE CO., LD., OF SHANGHAI.

DIRECTORS AND OFFICERS:

Alexander McLeod, Esq., Chairman.
C. Stephenson, Esq.
Lee Yang Su, Esq.
J. H. McMichael, Esq.
C. R. Burkill, Esq.
J. A. Wattie, Esq., Manager Director.
A. J. Hughes, Esq., Secretary.
S. B. Neill, F.I.A., Actuary.

A STRONG British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England.

Insurance in Force.....\$14,054,152.00
Assets.....\$114,490.08
Income for Year.....\$273,854.81
Total Security to Policyholders 7,885,852.53

LEFFERTS KNOX, Esq., Hongkong,
District Manager.
B. W. TAPE, Esq., Canton, Macao and the Philippines.
District Secretary.

ALEXANDRA BUILDING, HONGKONG.
Hongkong, 1st December, 1909. [210]

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 minutes
10.00 a.m. to 11.00 a.m. Every 15 minutes
11.00 a.m. to 12.45 p.m. Every 15 minutes
12.45 p.m. to 1.15 p.m. Every 10 minutes
1.15 p.m. to 1.45 p.m. Every 15 minutes
1.45 p.m. to 2.15 p.m. Every 10 minutes
2.15 p.m. to 3.00 p.m. Every 15 minutes
3.00 p.m. to 5.00 p.m. Every 15 minutes
5.00 p.m. to 8.00 p.m. Every 10 minutes

NIGHT CARS.
8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

4.00 a.m. to 9.00 a.m. Every 15 minutes
9.00 a.m. to 9.30 a.m. Every 10 minutes
9.30 a.m. to 10.30 a.m. Every 15 minutes
10.30 a.m. to 11.00 a.m. Every 10 minutes
11.00 a.m. to 12.00 p.m. Every 15 minutes
12.00 p.m. to 1.00 p.m. Every 10 minutes
1.00 p.m. to 5.00 p.m. Every 15 minutes
5.00 p.m. to 7.00 p.m. Every 10 minutes
7.00 p.m. to 8.00 p.m. Every 15 minutes

NIGHT CARS on Week Days.

SATURDAYS.
Extra cars at 1.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1909. [25]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

Will dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON, &c., via usual Ports	ASSAYE Capt. Owen Jones, R.N.R.	Noon, 19th Feb.	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NYANZA Capt. H. S. Bradshaw	About 23rd Feb.	Freight and Passage.
SHANGHAI	MACEDONIA Capt. J. D. Andrews, R.N.R.	About 4th Mar.	Freight and Passage.
SHANGHAI, MOJI, KOBE & YOKOHAMA	MANILA Capt. W. R. Le Mare, R.N.R.	About 25th Feb.	Freight only.

For Further Particulars apply to
E. A. HEWETT,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 18th February, 1910. [16]

Intimations.

LANE, CRAWFORD & CO.

NEW STYLES IN

"WALK-OVER" BOOTS **"WALK-OVER" SHOES**

\$12.50 **\$12.00**

"WALK-OVER" BOOTS & SHOES
are the height of perfection.

LANE, CRAWFORD & CO. [61]

CALDBECK, MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS,
15, Queen's Road Central.
Hongkong, 10th January, 1910. [13]

HONGKONG AMATEUR DRAMATIC CLUB.

THE TOREADOR
18th and 19th FEBRUARY.
Booking at ROBINSON PIANO CO.
on and after SATURDAY, February 13th, at 10 A.M.

Hotel.
HOTEL CRAIGIEBURN
Pleasantest of the Place, near the Tram Terminus Tel. 55
For Terms, &c., apply to the
MANAGER. [27]

Shipping—Steamers

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON	CANTON TO HONGKONG	HONGKONG TO CANTON	CANTON TO HONGKONG
MONDAY, 14th February. 8.00 A.M. HEUNGSHAN 10.00 P.M. KINSHAN	THURSDAY, 17th February. 8.00 A.M. HEUNGSHAN 10.00 P.M. KINSHAN	FRIDAY, 18th February. 8.00 A.M. HEUNGSHAN 10.00 P.M. KINSHAN	SATURDAY, 19th February. 8.00 A.M. HEUNGSHAN 10.00 P.M. KINSHAN
TUESDAY, 15th February. 8.00 A.M. HEUNGSHAN 10.00 P.M. KINSHAN	FRIDAY, 18th February. 8.00 A.M. HEUNGSHAN 10.00 P.M. KINSHAN	SATURDAY, 19th February. 8.00 A.M. HEUNGSHAN 10.00 P.M. KINSHAN	SUNDAY, 20th February. 10.00 P.M. KINSHAN
WEDNESDAY, 16th February. 8.00 A.M. HEUNGSHAN 10.00 P.M. KINSHAN	SATURDAY, 19th February. 8.00 A.M. HEUNGSHAN 10.00 P.M. KINSHAN	SUNDAY, 20th February. 10.00 P.M. KINSHAN	

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each Cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.
S.S. "SUI-TAI," 1,205 Tons and "SUI-AN," 1,205 Tons.
Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.
Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

EXCURSION TO MACAO.

On SUNDAY, 14th FEBRUARY, 1910.

The Company's Steamship

"SUI-AN,"

will depart from the COMPANY'S WING LOK WHARF at 9 A.M.

Departure from Macao at 3.30 P.M.

GREAT REDUCTION IN FARES:

1st Class Return \$4, Single \$2 and "Class Return \$1, Single 60c.

N.B.—The Company's steamship "Sui-An" will leave Hongkong at 1.30 P.M. on Sunday morning at 1.30 P.M. and return to Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the returning steamer from Macao.

Further Particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 Tons

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 6 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SUI-AN," 1,205 Tons and "SUI-TAI," 1,205 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M. and the other leaves Wuchow for Canton on the same days at 8.30 A.M.

Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Company's direct steamers "Lian" and "Sui-An." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

HOTEL MANSIONS, (FIRST FLOOR),

opposite the Blue Pier. [15]

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

String Band play during Tiffin and Dinner.

A. F. DAVIES,

Manager. [25]

ASTOR HOUSE

(LATE CONNAUGHT HOTEL)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely

New Management. Large and Comfortable Rooms, Excellent Cuisine under

the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and

Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation

for Families and Tourists.

Under Personal Supervision of

L. GAMEAU, Proprietor.

N. BEUMENTHAL, Manager.

Telephone, 190. Telegrams "Astoria" [24]

BEST BRANDS OF LIQUORS.

MEALS A LA CARTE AT ALL HOURS.

DINING ROOM CAN BE RESERVED.

BOARD and RESIDENCE at MODERATE RATES.

BELLE VIEW HOTEL

Telephone No. 907.

TEA and REFRESHMENTS served on the Lawn or Verandah.

Wm. WINCH, Manager.

MAILS.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES

For	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"YORCK" J. Raubermann	WEDNESDAY, 23rd Feb. Noon.
SHANGHAI, NAGASAKI, KOBE	"PRINCESS ALICE" Capt. P. Grosch	About THURSDAY, 24th February.
MANILA, YAP, NEWGUINEA, BRISBANE, SAMARAI, SYDNEY & MELBOURNE	"PRINZ WALDEMAR" Capt. F. Isecke	FRIDAY, 19th Feb., Daylight.
YOKOHAMA and KOBE	"PRINZ SIGISMUND" Capt. F. Seabill	About SATURDAY, 20th March.
KODAT and SANDAKAN	"BORNEO" Capt. F. Seabill	End of February.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 9th February, 1910.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.

TO and FROM JAPAN via SHANGHAI.

For	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, TONGKIN	CHARBONNEL	Charbonnel	28th Feb., P.M.
MARSHALLS, VIA PORTS	ARMAND BEHIC	Guiphot	1st Mar., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA, POLYNESIA	BROC	Broc	14th Mar., P.M.
MARSHALLS, VIA PORTS	ERNEST SIMONE	Clard	15th Mar., at 1 P.M.

Transhipment on the Co's Steamers at Singapore for Batavia; at Colombo for Ceylon, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from 27 to 30 p.p. 27, 30, 30 hours railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. THOMAS,

AGENT,

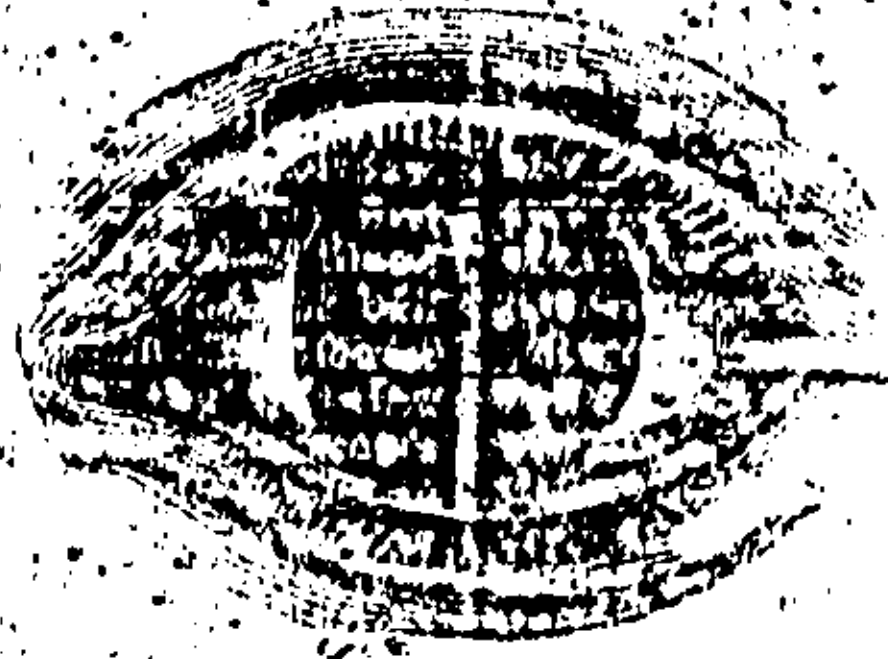
QUEEN'S BUILDINGS.

Hongkong, 15th February, 1910.

Intimations.

EYES

RIGHT



N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight," free.

LONDON, 59, Beutlich Street. CALCUTTA, 66, Maining Road. SHANGHAI, 66, Maining Road.

FRENCH STORE.

NOTICE.

We beg to inform our numerous customers and the public in general that we have been appointed Agent for the "CREME SIMON" and all Simon's Produces for Toilet Requisites, Perfumery, Powder, Soap, etc.

INSPECTION SOLICITED.

Hongkong, 31st January, 1910.

Dentistry

Dr. M. H. CHAUN,

DENTAL SURGEON,

35, QUEEN'S ROAD CENTRAL, 1ST FLOOR, ROOMS 2 and 3.

From the University of Pennsylvania, U.S.A.

Telephone 126.

Hongkong, 21st January, 1910.

TSIN TING.

"BEST METHODS OF DENTISTRY"

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES

Oranitation 7/12.

Hongkong, 9th June, 1910.

Intimations.

THE YOKOHAMA DOCK CO., Ltd.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length 515 ft.	Docking Length 376 ft.	Docking Length 481 ft.
Width of Entrance 80 "	Width of Entrance 50 "	Width of Entrance 63 "
Water on Blocks 28 "	Water on Blocks 26 "	Water on Blocks 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts.

A. I. and Watkins.

Yokohama, April 28th, 1909.

JAPANESE MESSAGE.

Messrs MEIJI SHA,

GRADUATE OF

KOBE MESSAGE SCHOOL.

ATTENDANCE AT

PATIENTS' RESIDENCE.

No. 171, WANCHAI ROAD,

GROUND FLOOR.

Hongkong, 10th January, 1910.

YEE SING,

No. 4, D'AGUILAR STREET.

MANUFACTURE WHOLESALE AND

RETAIL DEALERS

In all kinds of hand-made

DRAWN and EMBROIDERED CHINESE

LINE GRASS CLOTH, PEWTER

WARE, &c.,

all of the best quality,

Hongkong, 17th December, 1909.

F. BLACKHEAD & Co.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS,

NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS,

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG,

SOAP AND SODA MANUFACTURERS

SOLE AGENTS FOR

HARTMANN'S KAUTZEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GRAY PAINT

DANIEL'S PATENT MOTOR

LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL ORNAM

and

P. & O. SPECIAL LIQUOR SMOOTH

WHISKY, &c.

EVERY KIND OF

SHIPS' STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 17th March, 1909.

For Sale.

FOR SALE

AT

GRACA & CO.

27, DES VOUX ROAD.

ASIATIC POSTAGE STAMPS

and

VIEW POST CARDS.

Stamps in Sets, Packets, Bags and Single.

Assortment of Stamps and Post Card Albums.

Postage Stamps Catalogues for 1910.

Stock Books, Duplicate Pocket Books, Transparent Envelopes.

Two-part Magnifying Glasses, Perforation Gauges.

Novels, Books for parlour and household use. Toy Books for Children.

Prayer Books, Religious Pictures, Pendants, Medals, Statuettes, Flower Seeds.

Relief Scraps and Scrap Albums.

MANILA CIGAR AND

CIGARETTES.

&c., &c., &c.

Inspection invited,

Hongkong, 12th January, 1910.

JAPAN AND THE POWERS.

A review of Japan in world politics from the pen of Dr. Dyer is sure to command interest, and possibly respect, attention, but it is a pity that Dr. Dyer, who was for so many years associated with the educational movement in Japan, should preserve almost exclusively the Japanese point of view in dealing with what he describes as a study in international dynamics. The position which Japan occupies in world politics cannot be understated, though its importance, as also its international significance, can be greatly exaggerated. Professor Dyer, with a love for something that is cherished, as a master cherishes a favoured pupil, sees the mote in the eye of Western Power, but ignores the beam that obscures his own vision, and it is to be regretted that in the more recent books on the Far East the international aspect similarly is quite (incorrectly) described. Although claiming to present the international position, and to state the governing influences in the policies of the Western Powers towards Japan in particular and Asia in general, our author merely reiterates, though with much elaboration, the statement that Japan is a power to be dealt with in the future regeneration and reformation in the Far East.

From the point of view of international dynamics, it must be admitted by all dispassionate observers that Japan has received remarkable consideration in European Chancelleries, and it is obviously true to observe that the changes which have taken place in Japan will react on the entire Pacific littoral. The fact that a new force has arisen in the Pacific, at the expense of the Powers hitherto controlling it, does not warrant the conclusion that whatever the claim to be put forward by Japan, it should be admitted *ad initio*, and without regard for the position of the peoples whose rights and interest are menaced. In point of fact Japan is assuming a position in regard to Asia which is becoming untenable unless the Western Powers are prepared to accept Japanese dictation in all matters concerning the Asiatic continent. Such a proposition is impossible and a little revolting, and we disagree entirely with Dr. Dyer in condemning those who find an insuperable barrier to exist between the Orient and Occident.

Dr. Dyer claims that for thirty-six years he had been in touch with all the most important events in the Far East that have affected world conditions. The remark is presumptuous, as it suggests that Dr. Dyer has been something more than the interested spectator of Far Eastern politics that every European in Asia becomes. Long residence in Japan has necessarily given him a close acquaintance with Japanese affairs, but the relationship has come too intimate, too exclusively Japanese to be of use to the readers of a volume such as this. Dr. Dyer rails against newspapers whose columns have disclosed the other side of Japanese policy in Asia, and against individuals who venture to prick the bubble of Japanese pretensions, until it is necessary to remind Dr. Dyer that the Press is not ill-informed, ill-informed, or ignorant because it presents impartial references to questions upon which the Emeritus Professor of Tokyo University may have preconceived notions. Indeed looking back upon the news which the European Press publishes, and recalling to mind the many books that have been written upon the subject of Japanese policy and the relations of Japan with the Occidental Powers, one need have no hesitation in affirming that the fullest justice has been given to the Japanese case. Criticism of Japan is rarely narrow, and it appears that Dr. Dyer has need himself of a little of that generosity which he would appear to deny in those who disagree with him.—*Pall Mall Gazette*.

* "Japan in World Politics." By Henry Dyer, C.E., M.A. (London: Blackie and Son.) 12s. 6d. net.

Auction.

PONIES! PONIES! PONIES!

PUBLIC ROOF.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on

WEDNESDAY,

the 23rd February, 1910, at 3 P.M., at the

Foundation, opposite the City Hall,

SEVERAL WELL-KNOWN RACE

PONIES.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 16th February, 1910.

KWONG FUNG YUEN,

HEAD OFFICE—No. 85, Des Voux Road West.

TIMBER YARDS—Kennedy Town.

TIMBER MERCHANTS,

SAW MILL OWNERS,

AND

GENERAL CONTRACTORS

TO

H.B.M. Naval and Military

Authorities.

I HAVE always on hand large stock of

U.S. American Fir, Douglas Fir, Oregon

Pine, Teak, Vach, Hardwoods, Oregon Spar,

Chinese Spar, Chinese Pine of all descriptions.

Inspection invited to the Yards.

Best Terms.

Quick delivery.

LEUNG TAI,

Managing Director.

Hongkong, 10th January, 1910.

WEATHER-FORCAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here;—

1. A CONE point upwards. Indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and DRUM below. Indicates a Typhoon to the North-East of the Colony.
3. A DRUM. Indicates a Typhoon to the East of the Colony.
4. A CONE point downwards and DRUM below. Indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards. Indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and BALL below. Indicates a Typhoon to the South-West of the Colony.
7. A BALL. Indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and BALL below. Indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cross will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock.

Waglan.

Stanley.

Cape Collinson.

Aberdeen.

San Ki Wan.

Sai Kung.

Tai Tan Kok.

Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the 11th house.

F. G. YOUNG,

Director.

Hongkong, 10th January, 1910.

Powell's

Alexandra

Buildings

GREAT

CASH

SALE

NOW ON

ENORMOUS

REDUCTIONS

POWELL'S

ALEXANDRA

BUILDINGS

Hongkong, 5th February, 1910.

Public Companies

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, TOMORROW, the 19th day of February, 1910, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1909.

The REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, the 14th February, to SATURDAY, the 19th February, 1910 (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 18th February, 1910. [140]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, Connaught Road, on MONDAY, 22nd February, at 12 o'clock, Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th till 21st February, both days inclusive.

By Order of the Board of Directors,
W. JOLLY,
Secretary.

Hongkong, 9th February, 1910. [175]

HONGKONG ICE COMPANY, LIMITED.

THE TWENTY-NINTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the Offices of the General Managers at 12.30 P.M. on SATURDAY, 19th instant, to receive a Statement of the Company's Account to 31st December, 1909, and the Report of the General Managers.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th inst. to 19th instant, both days inclusive.

JARDINE, MATHIESON & Co., Ltd.,
General Managers.

Hongkong, 9th February, 1910. [175]

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FORTY-FIRST ORDINARY MEETING OF SHAREHOLDERS will be held at the Offices of the undersigned at 12 o'clock (noon) on WEDNESDAY, the 9th March.

The TRANSFER BOOKS of the Company will be CLOSED from 23rd inst. to the 9th proximo, both days inclusive.

JARDINE, MATHIESON & Co., Ltd.,
General Managers.

Hongkong, 15th February, 1910. [186]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE FORTY-FIRST MEETING OF SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICE, No. 3 Queen's Road Central, Victoria, on THURSDAY, the 10th March, 1910, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the Year ending 31st December, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from 15th February to 10th March, both days inclusive.

By Order,
H. F. HICKMAN,
Acting Secretary.

Hongkong, 17th February, 1910. [188]

NOTICES OF FIRM.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE.

FROM this date, and during the absence of Mr. W. E. CLARKE from the Colony, Mr. J. O. NARNOLD will act as SECRETARY to the Company.

By Order,
R. SHEWAN,
Chairman.

Hongkong, 16th February, 1910. [185]

HONGKONG GENERAL CHAMBER OF COMMERCE.

NOTICE.

FROM this date, and during the absence of Mr. E. A. M. WILLIAMS from the Colony, Mr. A. R. LOWE has been appointed ACTING SECRETARY to the Chamber.

EDBERT A. HEWETT,
Chairman.

Hongkong, 14th February, 1910. [179]

CHARGEURS REUNIS.

BY Mutual Agreement between the Compagnie des Messageries Maritimes and the Compagnie des Chargeurs Reunis, the HONGKONG AGENCY of the CHARGEURS REUNIS will, from the 1st January, 1910, be transferred to Messrs. P. A. LAPICQUE & CO. (Queen's Building No. 4).

CHARGEURS REUNIS,
P. A. LAPICQUE & Co.,
Agents.

MESSAGERIES MARITIMES,
P. THOMAS,
Agent.

Hongkong, 17th December, 1909. [176]

LEE YEE

HAIR DRESSING SALOON

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE

12, D'ARAGU STREET, HONGKONG.

Hongkong, 1st September 1907. [19]

Intimations.

HONGKONG JOCKEY CLUB.

RACE MEETING.

SATURDAY (OFF-DAY), 19th FEBRUARY.

TICKETS of ADMISSION to the GRAND STAND and ENCLOSURE may be obtained from Messrs. KELLY & WALSH, LD. or at the Gate. Price 5/- for the Meeting (excluding the Off-Day), or 3/- per day. Tickets for the Off-Day, 5/-.

No one admitted without a Ticket, to be shown to the Ticket Inspector at the Gate.
T. F. HOUGH,
Clerk of the Course.

Hongkong, 17th February, 1910. [151]

HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of the presence of the LADIES at the GRAND STAND and the ENCLOSURE during the Races, 19th instant.

A Stand and Enclosure will be reserved for Members and Members' Wives and Families, Tickets for which will be sent out with the Members' Tickets on the 7th inst.

All Tickets must be produced to gain admission.
Special accommodation will be reserved as in recent years for Ladies and their Female Attendants in the Stand facing the plot of ground next to the Lusitania Club Stand.

T. F. HOUGH,
Clerk of the Course.

Hongkong, 17th February, 1910. [151]

HONGKONG JOCKEY CLUB.

NO CHILDREN under the age of 14 years will be admitted into the Enclosure.

T. F. HOUGH,
Clerk of the Course.

Hongkong, 1st February, 1910. [154]

HONGKONG JOCKEY CLUB.

PASSES for Servants will be issued on application to the Undersigned on SATURDAY, 12th, and MONDAY, 14th instant.

No Servants will be allowed inside the ENCLOSURE of the Race Course during the Race day WITHOUT TICKETS, which can be had on application to the Undersigned. These tickets are only available for servants while in attendance on their employers or when on duty at the various Stands.

Any Chinese found loitering about with Servants' passes in their possession will forfeit them and the holder thereof will be removed from the Enclosure.

T. F. HOUGH,
Clerk of the Course.

Hongkong, 1st February, 1910. [155]

JOURNALIST WANTED.

EUROPEAN SUB-EDITOR and CHIEF REPORTER for the "Times of Malaya" Ipoh, Perak, Federated Malay States. Applicant must be able to write shorthand, be steady, young and single. Apply, stating salary expected and qualification, to JACK JENNINGS, Managing Editor, Times of Malaya, Press, Ltd., Ipoh, Perak.

[180]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP \$1,250,000)

Loans on Mortgage of House Property, &c. Goods received on Storage. Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application.)

THE OFFICE OF TRUSTEES, EXECUTOR OF WILL, ATTORNEY, &c., Undertaken and Executed, SHEWAN, TOMES & CO., General Managers.

Hongkong, 10th March, 1908. [141]

PABST EXTRACT.

THE best TONIC for keeping in perfect health in the Tropics.

It is a liquid food in predigested form, containing all the bracing, soothing and toning effects of the choicest hops. Nearly Non-alcoholic.

Highly recommended by the local medical profession in cases of Debility after Malaria, from overwork or other causes, Anemia, Nervousness or Dyspepsia. Samples on application.

ALSO JUST RECEIVED—

PABST (American) BEER, in barrels of 120 bottles. In view of the arrival of the American fleet in a few days, please order early, as our stock is limited.

SIEMSEN & CO.,
Agents.

Hongkong, 13th December, 1909. [140]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.

CABINET-MAKERS AND ART DECORATORS.

from Shanghai, has re-opened their FURNITURE STORE

at No. 39, DES VOGES ROAD CENTRAL.

The only Shop in Hongkong with this name

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—
"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co.,
25th May, 1891.

ORDERS personally attended to, and CHARGES most moderate.
AN INSPECTION INVITED.

10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

THE HONGKONG ICE COMPANY LIMITED.

ANNUAL REPORT.

The twenty-ninth annual report is as follows:—

The general managers submit a statement of the Company's accounts for the year 1909. Including 7,616 23 brought forward from the previous year, and after deducting \$10,000 paid as an interim dividend of \$2 per share, the balance at credit of profit and loss account is \$57,102.24 which it is recommended should be appropriated as follows:—
A final dividend of \$8 per share, \$40,000.00
To write off launch and lighter a/c, 4,439.45
To carry forward, 12,662.79
\$57,102.24

JARDINE, MATHIESON & Co., Ltd.,
General Managers.

Hongkong, 5th February, 1910.

BALANCE SHEET 31ST DECEMBER, 1909.

Liabilities.
Capital, 5,000 shares of \$5 each \$125,000.00
Accounts payable 3,868.88
Ammonia reserve account 6,390.87
Provision for contingencies 150,000.00
Unclaimed dividend 705.00
Profit and loss account 57,102.24
\$343,066.99

Assets.

Land, buildings, plant and machinery as per last account \$17,000.00
Less written off per last report 2,000.00
Since expended 100.00
..... \$15,000.00

Extension account 3,716.39

Hongkong Fire Insurance Co. share, as per last account 225.00

China Fire Insurance Co. share, as per last account 85.00

Canton Insurance Office share, as per last account, 120.00

Launch and lighter, as per last account \$15,198.35

Less written off as per last report 1,858.93

Cash in hand 14,419.45

Hongkong and Shanghai Bank on current account 8,739.02

Hongkong and Shanghai Bank on deposit 140,300.00

Mortgage 21,000.00

Hongkong Club debentures, at par 20,000.00

Outstanding accounts 4,772.11

Accounts receivable 3,399.93

Ice in stock 600.00

Coal in stock 900.00

Fire Insurance, unexpired premium 128.64

Marine Insurance, unexpired premium 120.00

PROFIT AND LOSS ACCOUNT.

For the Year ended 31st December, 1909.

To General Managers' Commission \$1,000.00

To Auditor's Fee 150.00

To Interim Dividend of 8 per cent. paid on 24th August, 1909 1,000.00

To Balance 57,102.24

\$ 69,152.24

By Balance brought forward from last year \$ 7,616.13

Ice Sales and Cold Storage Charges, less Working Expenses, 42,131.61

Rents received (less Crown Rent and Taxes paid) 2,011.54

Interest and Dividend 8,739.88

Gain in Exchange 1,743.08

Transfer Fees 38.00

\$69,152.24

CANTON DAY BY DAY.

JAPANESE ADMIRAL IN CANTON.

[From Our Own Correspondent.]

Canton, 16th February.

Vice-Admiral Baron H. Kamimura, Commander-in-Chief of the First Squadron, and suite arrived here this morning by a Japanese gunboat. The Japanese Consul-General, Mr. A. Segawa, boarded the gunboat on her arrival in port, to meet the distinguished visitor, and on landing at Shamoen, Vice-Admiral Baron Kamimura was received by a number of Japanese merchants and others.

PROVINCIAL SALT COMMISSIONER.

An Imperial Decree was issued appointing Tsai Tsung Sik Fan as Kwangtung Provincial Salt Commissioner, in succession to T'ing Nai Yeung, who has been permitted to resign from his post and to proceed to Peking to have an audience with the Throne. Tsung-sik Fan will take over the seal of office on the 19th instant.

ELEMENTARY EDUCATION.

Under the auspices of the Committee of the Canton Self-Government Society arrangements have been made to establish thirty elementary Chinese schools in the city of Canton and Hsiamen, into each of which one hundred boys of the poorer families will be admitted to be educated for a term of two years in order that they may be able to know enough to look for employment or to do business without much difficulty, after schooling. The proposal of the members of the Self-Government Society to promote education among the poorer classes of the people is highly appreciated.

SALT COMMISSIONER.

The ex-Salt Commissioner of Kwangtung, T'ing Nai Yeung, who has been permitted to resign his post, will leave here on the 22nd instant to proceed North.

Intimations.

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE

Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) The WARRANTY STAMP of the UNION DES FABRICANTS.
(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.
COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).
CALDERON 110 123 130 & Co., Hongkong.

OSMAN &

CASUM,

1 & 3, D'AGUIAR STREET.

JUST UNPAKED

Ladies' Trimmed and Untrimmed

HATS, RIBBONS, FLOWERS

& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVIETTES and

HOUSEHOLD LINENS.

Samples on application.

Cast Port Orders carefully

executed.

Hongkong, 6th September, 1909. [12]

NOTICE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin.

Those who intend learning the Chinese language are requested to write care of Hongkong Telegraph office or direct to 37, Hollywood Road, 2nd floor.

Hongkong, 3rd January, 1910. [71]

Consignees.

S.S. "ERNEST SIMONS."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London, ex S.S. Dardanis and Ancone, from Havre ex S.S. Matapan, and from Bordeaux ex S.S. V. d'Aras, V. de Lille, V. de Celta and Dunkerque, in connection with above Steamer are hereby informed that their Goods, Treasure and Valuables are being landed and stored at their risks into the hazardous and or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godown, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th of February, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th of February, at 9.30 A.M.

All Claims must reach us before the 22nd of February, 1910, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 10 P.M. the 14th February, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after the 21st February, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 21st February, or they will not be recognised.

All damaged packages will be examined on the 1st February, 1910, at 3 P.M.

No Fire Insurance has been effected.

P. THOMAS,
Agent.

Hongkong, 14th February, 1910. [10]

FROM EUROPE.

Intimation.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE
GOVERNOR AND HOUSEHOLD.

Watson's
HYGIENOL,

AND

BUBONIC PLAGUE.

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A teaspoonful to a pint of water, or a teaspoonful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL
DISINFECTANT AND
GERMICIDE

Price per Pint 50 cents.
Gallon \$1.00.

A. S. WATSON & CO.,
LIMITED.

HONGKONG DISPENSARY
and
KOWLOON DISPENSARY.
Hongkong, 2nd February, 1910.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Subscription Rates (in Advance).
DAILY—\$18 per annum.
WEEKLY—\$18 per annum.

The price per quarter and per annum, proportional to the number of issues received, less than one month will be charged as for a full month. The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 80 cents per quarter. Single Copies, Daily, 10 cents. Weekly, twenty five cents (for cash only).

MARRIAGE.

THOMPSON-MADDOCK.—On the 14th inst., at Canton, by the Rev. P. Jenkins, JACOB JEWETT THOMPSON, of the Canton-Kowloon Railway, elder son of the late Rev. Jacob Thompson, M.A., and LUCY, elder daughter of the late Charles Rokeby Scott Maddock. [19]

The Hongkong Telegraph

HONGKONG, FRIDAY, FEBRUARY 18, 1910.

A YEAR'S SHIPBUILDING.

The annual summary of shipbuilding at home and abroad for the year 1909 has reached us from Lloyd's surveyor in Hongkong, Mr. John Lambert. The summary only includes particulars of vessels of 100 tons gross and upwards; and takes into account only vessels that were launched last year, whether they were completed during the year, or are still under construction. The summary is divided into two main sections, viz., United Kingdom, and Colonies and Foreign Countries. Under the former caption it is learnt that during 1909, exclusive of war ships, 526 vessels of 997,066 tons gross (viz., 465 steamers of 977,709 tons and 61 sailing vessels of 19,357 tons) have been launched in the United Kingdom. The war ships launched at both Government and private yards amount to 48 of 126,330 tons displacement. The total output of the United Kingdom for the year has, however, been 574 vessels of 2,117,996 tons.

The output of mercantile tonnage in the United Kingdom during 1909 shows an increase of 61,397 tons on that of last year. It is, however, the lowest total recorded by the Society for twelve years with the exception of 1908. As regards war vessels the total for 1909 is 52,044 tons more than in 1908. Practically the whole of the tonnage launched has been built of steel, and over 98 per cent. is composed of steam tonnage. The amount of tonnage launched for abroad during the year under review was 247,845 tons, forming 24.5 per cent. of the total output, as compared with 40 per cent. in 1908, 34 per cent. in 1907, 20 per cent. in 1906, 21 per cent. in 1905, 18 per cent. in 1904, 18 per cent. in 1903 and 1902, and 23 per cent. in 1901 and 1900. As in 1908, the British Colonies have provided the largest amount of work for the shipbuilders of the United Kingdom, viz., 70 vessels of 60,027 tons (5 per cent. of the total output), Holland occupies the second position with 16,639 tons, being followed by Norway (19,73 tons), Belgium (10,976 tons), Brazil (17,854 tons), and Sweden (17,219 tons). The number of large steamers launched in the United Kingdom during 1909 has been less than during any of the previous four years. During the years, 1893-6, on an average, ten vessels of 6,000 tons and upwards were launched per annum in the United Kingdom; in the following four years, 1897-1900, the average rose to 32, at which figure it stood for the four years 1901-4, and at 30 for the four years 1905-8. During 1909, only 19 such vessels were launched. Of vessels of 10,000 tons and upwards, only three were launched in the four years 1893-6; 24 were launched during the four years 1897-1900; 27 were launched during the four years 1901-4, and a similar number during the four years 1905-8. During 1909, six vessels of 10,000 tons and above were launched, the names of which are as follows:

Tonnage.	Tonnage.
Halmstad Castle 13,000 Otranto 12,124	
Orvieto 12,130 Maitani 10,885	
Osterley 12,129 Roubine 10,758	

At the present time there are under construction 37 vessels of 6,000 tons and upwards, of which 8 are of over 10,000 tons each. The average tonnage of steamers launched in the United Kingdom during 1909 is 2,092 tons; but if steamers of less than 500 tons be excluded the average of the remaining steamers reached 3,800 tons gross. Of the vessels launched in the United Kingdom 16 are capable of a speed of 17 knots and above. The fastest of these vessels is the turbine yacht *Winchester* (46 knots). The fastest merchant vessels are 5 steamers intended for Channel Service (3 turbine and 2 twin-screw vessels) all of which attain the high speed of 22 knots. As compared with the Colonies and Foreign countries it appears that there have been built abroad, during the year, 57 vessels of 610,991 tons (318 steamers of 564,771 tons and 160 sailing vessels of 46,220 tons). These figures show a decrease of over 192,000 tons as compared with those for 1908. Among foreign countries, the leading place are held by the United States of America (109,604 tons), Germany (128,656 tons), Holland (59,106 tons), Japan (52,519 tons), France (43,197 tons), and Italy (31,217 tons). The total output of war vessels (109 of 278,145 tons displacement) shows an increase of about 43,000 tons displacement on the figures for the preceding year. We look in vain for Hongkong among the Colonial ports that have been responsible for the year's output as summarised by Lloyd's Register. This is all the more regrettable since it will be within the recollection of readers that two years ago Hongkong figured in the annual returns among the shipbuilders within the British dominions. The hiatus, it may be hoped, will be filled up in the course of the current year.

LOCAL AND GENERAL.

THERE are fifteen vessels at Tai-oo dockyard today.

THE French Mail of the 18th January was delivered in London on the 17th inst.

THE Rev. Cyril Bickerstaff, M.A., will give the address at a special service to be held at St. John's Cathedral, on-morrow, Saturday afternoon, at 5.30 p.m.

MR. C. F. Chase, the Assistant of the Seoul Mining Company, died on the 30th ult. from apoplexy. The body was taken to Seoul where it was buried on the 3rd inst.

AN auction sale of an interesting collection of old Japanese colour-prints and books was held by Messrs. S. Heby, Wilkinson and Hodges at 13, Wellington-street Strand, London, on Jan. 15 and 20.

SIX months' hard labour was awarded a Chinaman for stealing some tea-bowls and a jacket from a brothel. Defendant stole the bowls from one house and then proceeded to another where he appropriated the jacket.

ACCORDING to present arrangements the King will leave England about the middle of March for Biarritz, where his Majesty intends to stay for about three weeks before he proceeds on a cruise in the Mediterranean in the Royal yacht *Victoria and Albert*. The King is to visit Naples and Athens during his cruise. On the way to Biarritz his Majesty will stay for two or three days in Paris.

OFF-DAY RACES.

THE PROGRAMME.

The Off-Day Races will take place to-morrow, Saturday, 19th inst. There will be six events in all. The first saddling will be at 1.30 p.m. and the first race to commence at 2 p.m. sharp.

The programme is as follows:—
1.—THE HAY AND CORN STAKES.—Value \$200. For all subscription griffins that have run at this meeting and not won a race. Weight for inches as per scale. To be ridden by jockeys who have not had more than two winning mounts in Hongkong, Shanghai or Tientsin. Unplaced runners allowed 5 lb. Entrance \$5 to go to second pony. Half a mile.

2.—THE "LOITERERS" STAKES.—Value \$100. For all griffins that have run at this meeting and not won a race. Weight for inches as per scale. Subscription griffins that have run at this meeting and been placed second, all, and 3 lb., those that have been placed third allowed 5 lb. Unplaced subscription griffins allowed 7 lb. Jockeys who have not had more than two winning mounts in Hongkong, Shanghai or Tientsin allowed 5 lb. Jockeys who have never had a winning mount in Hongkong or China allowed 7 lb. Off-day winners barred. Entrance \$5 to go to second pony. From the two-mile post once round and in.

3.—THE "ALL OUT" STAKES.—Value \$250. For all China ponies that have run at this meeting and not won a race. Weight for inches as per scale. Unplaced ponies and *hand file* griffins on date of entry allowed 5 lb. Subscription griffins of this season allowed 10 lb. Jockeys who have not had more than two winning mounts in Hongkong, Shanghai or Tientsin allowed 5 lb. Jockeys who have never had a winning mount in Hongkong or China allowed 7 lb. Allowances not accumulative. Off-day winners barred. Entrance \$5 to go to second pony. One mile and a quarter.

4.—THE "ALSO RAN" STAKES.—Value \$200. For subscription griffins of this season that have run at this meeting and not been placed. Weight for inches as per scale. Jockeys who have not had more than two winning mounts in Hongkong, Shanghai or Tientsin allowed 5 lb. Jockeys who have never had a winning mount in Hongkong or China allowed 7 lb. Off-day winners barred. Entrance \$5 to go to second pony. One mile.

5.—THE LUCKY STAKES.—Value \$200. For all China ponies that have run at this meeting and not won a race. Weight for inches as per scale. Griffins allowed 5 lb. Subscription griffins allowed 7 lb. Jockeys who have not had more than two winning mounts in Hongkong, Shanghai or Tientsin allowed 5 lb. Jockeys who have never had a winning mount in Hongkong or China allowed 7 lb. Off-day winners barred. Entrance \$5 to go to second pony. Seven furlongs.

6.—THE "FINALE" STAKES.—Value \$200. For all subscription griffins that have run at this meeting and not won a race. Weight for inches as per scale. To be ridden by jockeys who have not had more than two winning mounts in Hongkong, Shanghai or Tientsin. Unplaced runners at the meeting allowed 5 lb. Off-day winners barred. Entrance \$5 to go to second pony. Three-quarters of a mile.

THE CHINCHOU-AIGUN RAILWAY.

AMERICAN OPINION.

London, Feb. 12.
The Times correspondent at Washington confirms the report that suspense exists in the United States over the Chinchou-Aigun deadlock; but declares that it is understood that both Japan and Russia would, in certain circumstances, probably consent to the construction of the line.

Opinion in the United States does not concur altogether, apparently, in the view that China should ask for the formal consent of both Powers. There is a feeling in certain quarters that the simplest thing would be to begin the line immediately under the auspices of the British and American Governments. Doubtless the State Department at Washington understands the necessity for patience, but history shows that co-operation and mutual understanding between foreign financial and business interests in China and the Governments of those who hold these interests is sometimes very slender. —N. C. D. News.

THE HARBIN CRIME.

JUDGMENT OF THE COURT.

Tokio, Feb. 14.
Judgment was passed at Port Arthur this morning on the men charged in connection with the assassination of Prince Ito.

As, (the actual perpetrator of the crime) was sentenced to death. One of his accomplices was sentenced to imprisonment for three years and two other accomplices to imprisonment for one year and a half.

The assassin received his sentence unmoved and demanded that the charge be further argued.

An appeal will be allowed within five days, if the assassin so desires.

An revolver and ammunition case have been confiscated by the authorities. —N. C. D. News.

VICE-ADMIRAL KAMIMURA.

"AT HOME" ON BOARD THE FLAGSHIP.

H.E. Vice-Admiral Baron H. Kamimura, commander-in-chief of the First Japanese Battleship Squadron now in port, was "At Home" on board his flagship this afternoon. Launches conveyed visitors from Blake Pier every quarter of an hour. A large number of British Naval and Military Officers and the leading residents—Japanese and foreign—availed themselves of His Excellency's invitation. His Excellency the Governor, attended by Capt. P. H. M. Taylor, A.D.C., and Capt. N. Simpson, private secretary, was also present. The visitors on arrival on board the flagship were formally introduced to Baron Kamimura by Mr. T. Funatsu, the popular Consul for Japan in Hongkong. Tea and refreshments were served on the quarter-deck and the visitors also spent an interesting time when being conducted over the fine battleship by the naval officers under the command of the distinguished sailor. Daylight fireworks were let off and afforded an interesting item of the afternoon's entertainment.

ALLEGED ALTERATION OF A RECEIPT.

INDIAN MONEY-CHANGER IN TROUBLE.

Before Mr. E. R. Halliwell, First Police Magistrate, in the Police Court this morning, O. J. Merchant, an Indian money-changer, of 14 Queen's Road Central, was charged, at the instance of Abdullah Ebrahim Cassamboy, with that he did on or about the 31st January last demand or endeavour to receive a certain sum of money under an altered receipt, knowing the same to have been altered, with intent to defraud. Mr. M. R. Harris, of Messrs. Wilkinson and Grist, prosecuted and Mr. Eldon Potter, instructed by Mr. Wilson, of Messrs. Hastings and Hastings, appeared for the defendant.

The complainant stated that he was a money-changer and went into partnership with the defendant on the 22nd December last under an agreement whereby he had to pay to the defendant the sum of \$1,000. The arrangement between them was that witness should keep the money, which he continued to do for a period of eight days. After that, defendant asked him for \$400, as the s.s. *Cleveland* was due the next day. Witness did as he was requested. On the 28th January, defendant asked that the money should be handed over to him for fear that witness would be attacked and killed by robbers. The money was paid to him in various currencies, for which a receipt was given. Witness compared the receipt with the amount handed and found that it had been altered. The amount was not written in letters but in figures. Witness asked that a proper receipt be made out but defendant stated that there was no necessity for a receipt and that he would tear it up, as he had always done. Witness said that that would not do and that he must not tear the receipt. The next day, witness was handed \$50 by the defendant, which amount he returned to the defendant after having witnessed a balloon ascent. Defendant told witness that it was his birthday and offered him some whisky. Witness said that he was a Moslem and was not in the habit of taking drinks. At 10 o'clock they both went to the Stag Hotel and engaged a room. Previous to that, defendant asked witness to engage a room for him. Defendant suddenly left the witness, as he said he wanted to take his bath at the Hotel China. He returned soon and said he did not require a bath. He again left saying he would get a Chinese girl but returned and said he was unable to find one. Later defendant left the witness with the remark that he was going to get a French girl but again returned alone. Defendant then went to the Kwangtung Hotel and had some refreshments. Afterwards, both proceeded to Ship Street and later returned in the company of a Chinese girl. Defendant said he did not want the girl and asked witness to take her. Defendant then left the witness and they did not meet each other again that night. Witness told the defendant the next day that his (witness's) brother-in-law wished him to make up the accounts. They arranged a time to settle up the accounts. Defendant asked why he came at eight o'clock when he had told him to come at six. Defendant then asked where his money was. Witness asked "What money?" Defendant said all the money. Defendant then unlocked a safe and produced a receipt, which defendant said bore witness's signature. Witness admitted his signature but said the figures had all been altered and that he would charge him with fraud. Witness then proceeded to detail the alterations in the receipt, during which he said that the figures 65 were altered to 105. Witness went out of the house and not outside his brother-in-law. They both went to Ruton's shop, where Ruton's clerk suggested that they should all go to defendant's place and search his room to see if the defendant had any money. Witness asked for his money, as he said he was a man with a family and then left. The witness's evidence was concluded and had not ended when the Court rose.

The "mortality returns for Singapore for the week ended Feb. 15 show a ratio per mille of 43.33, the total number of deaths being 238. There were two cases of smallpox and 33 of phthisis, this disease heading the list as against 34 for malignant fever. Two Europeans died and 84 Chinese, three persons being reported as dying over 75 years of age.

THE Chinese correspondent of the *Lat Pau* writes:—In some provinces the demand for opium continues to grow, and efforts are being made to meet it without official interference to more than a nominal extent. In the province of Shantung, however, where there has been of late a very great increase of opium imports, a purely from Shanghai, the authorities at Kiochow (the Customs port) confiscated 40 cases and imprisoned (the owners) thus saving an important legal point as to whether they could do so on an article which comes under many regulations and has paid duty according to stipulations.

THE master of the steam-launch *Wah Ying* was fined \$10 at the Magistracy this morning for carrying an excess of passengers. The man's excuse was that he was carried away by the exuberance prevailing on China New Year.

A REPORT from Wladivostok says that since the free port there was closed the local Japanese merchants have been doing very badly. They are only kept going by the goods imported before the closing of the free port. By May it is expected that most Japanese merchants will have left.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE INSOLENCE OF CHAIR-BEARERS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—The question of the delinquencies of that dreaded individual known as the chair-cooler has evidently not reached that satisfactory point which may be termed the "solution stage." As I was returning home last evening after a hard day's work, I had the painful experience of chasing disappearing chair-coolers, who despised the prospect of a fare, legal or otherwise. I had occasion to start from the foot of Pottinger Street but as no chairs could be had in the vicinity at that particular hour, I went further up and halted near the Old Bailey to snatch a breath. Simultaneously with the performance of that operation, the dozen coolies or so who were lastly stretched on the side of the street, doubtless anticipating my purpose and anxious to avoid the calamity, grabbed hold of their conveniences and like one man began to beat a hasty retreat in the opposite direction. Now I believe in calling a spade a spade and without further beating about the bush, I would say that the explanation for the coolies' apparently strange conduct lies in the fact that in the neighbourhood of Wyndham Street, the coolies have an opportunity of earning princely fares, so to speak, and consequently disdain the idea of the bare legal tariff which would be gladly accepted by their compatriots at less pretentious parts of the town. The fact of the matter is that certain chair-coolers are in the habit of rushing at prospective patrons with the latter standing a good chance of getting an ugly poke in the ribs whenever it suits the former's convenience and to run away Dracoid-like when to do otherwise would not stand to their gain. To return to the subject, after having waited early quarter of an hour trying to catch up with one of the fleeing pigs, I at last got into a chair near the Old Bailey, after having trudged all the way from Pottinger Street. But imagine my surprise when I discovered that the coolies deliberately refused to budge an inch I was certainly not helped in my predicament by a tormented guardian of the peace who looked on with glorious nonchalance born of the Indian. Not till I was obliged to shout, at the top of my voice did the coolies condescend to make a move, not, however, without giving vent to audible mutterings, the meaning of which I had no means of comprehending. If this sort of thing is not sheer downright impudence, I should like to know what it is. Could not these incorrigibles be dealt with summarily by the authorities? A person would then only need to take down the number of the chair and send the complaint to the Captain Superintendent of Police, without experiencing the inconvenience entailed by an appearance at the Magistracy.—Yours, etc.,

DISGUSTED CITIZEN.

Hongkong, 17th February.

CRICKET.

OWNERS vs JOCKEYS.

This afternoon the owners of the different stables at the recent race meeting played the jockeys at a cricket match, on the H. K. C. C. ground. The match was an interesting one and was keenly watched by a large gathering of spectators. When Mr. H. P. White, one of the owners, took the field to Mr. Moller's bowling, he was loudly cheered and the band struck up "See the Conquering Hero Come." Mr. White got caught out for 2 runs. At the conclusion of the Owners' innings, a group photograph of the teams was taken by Moe Cheung.

The Band of the Buffs, under Bandmaster Hewitt, played various selections during the afternoon.

The following are the detailed score and bowling analysis.

OWNERS	
Dr. Forsyth & Laurence b Moller	29
Marcus Slade b Moller	0
F. Veithand b Laurence	17
M. J. Eaton run out	6
W. L. Jupp and b Fitz Herbert	36
F. B. Marshall at Scarlett b Slater	39
Capt. Dwyer b Bayard b Moller	6
H. Humphreys b Moller	74
G. P. Lammet b Moller	1
F. P. White c Slater b Moller	2
F. Grove not out	12
Extras	12
	158

JOCKEYS	
Capt. Fitz Herbert b Dwyer	15
Moller b Dwyer	0
Laurence b Humphreys	11
Col. Bayard l.b.w. b Forsyth	27
Slater c Marshall b Humphreys	18
Johnston b Forsyth	0
Scarlett c Maitland b Humphreys	33
Crichton c b Marshall	8
Seib b Marshall	0
Blair b Humphreys	0
Extras	8
	120

BOWLING ANALYSIS.	
Moller	11.2
Laurence	11
Slater	4
Fitz Herbert	4
	16

In the course of a trial at the Criminal Sessions this morning, an Indian prisoner stated that if his Lordship was desirous of finding out his real name, he could do so by communicating with certain parties in India.

THE master of the steam-launch *Wah Ying* was fined \$10 at the Magistracy this morning for carrying an excess of passengers. The man's excuse was that he was carried away by the exuberance prevailing on China New Year.

A REPORT from Wladivostok says that since the free port there was closed the local Japanese merchants have been doing very badly. They are only kept going by the goods imported before the closing of the free port. By May it is expected that most Japanese merchants will have left.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

RUSSIA AND TIBET.

THE DALAI LAMA.

[By courtesy of the "Shung Po."] Peking, 7th February.

Russia despatched a special envoy to escort the Dalai Lama back to Tibet.

The Buddhist Pontiff received the envoy most cordially.

CONSTITUTIONAL GOVERNMENT.

PROVINCIAL DELEGATES.

[By courtesy of the "Shung Po."] Peking, 17th February.

The Provincial delegates have decided to make another attempt to secure the shortening of the period for the granting of Constitutional Government.

If the attempt should prove unsuccessful they are determined to try again, as they have no desire to return home without accomplishing the object of their mission.

THE CANTON RIOTS.

CENTRAL GOVERNMENT ALARMED.

[By courtesy of the "Shung Po."] Peking, 17th February.

When the Central Government first learnt of the recent disturbance in Canton, the high authorities became somewhat alarmed and were on the point of telegraphing to the neighbouring Provinces to despatch troops.

Their fears were, however, allayed when they received a subsequent telegram from the Viceroy of Canton reporting that everything was quiet.

TUNG-KUAN-SHAN MINES.

ALLEGED SETTLEMENT OF BRITISH CLAIM.

[By courtesy of the "Shung Po."] Peking, 17th February.

The Waiwupu has agreed to pay a compensation of £52,000 in settlement of the Tungkuan-shan mining claim.

The British Minister has also agreed to accept the same.

[This report must be accepted with reserve. Sir John Lubbock's report for the value of the concessions and ores is estimated to over £300,000.—Ed., H.K.T.]

NAVAL COLLEGE.

PRINCE SHUN'S PROJECT.

[By courtesy of the "Shung Po."] Peking, 17th February.

Prince Shun, the Naval Commissioner, proposes to make a tour of Japan. After his return it is his intention, first, to establish Naval training colleges, and later naval stations.

STAMPING OF NEWSPAPERS.

A RETROGRADE PROPOSAL.

[By courtesy of the "Shung Po."] Peking, 17th February.

Certain Viceroy and Governors have advocated the stamping of newspapers as printed matter.

The Ministry of Finance does not acquiesce in the proposal on the ground that newspapers help to enlighten the people. Moreover, postage should be reduced on the transmission of newspapers; on no account should a stamp duty be levied.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

TAI HUNG-TZE.

ON SICK LEAVE.

[By courtesy of the "Shung Po."]

Peking, 17th February.

Tai Hung-tze is suffering from an affection of the kidney and has been on sick leave for many days.

TUAN FANG.

REINSTATEMENT PLEADED.

[By courtesy of the "Shung Po."]

Peking, 17th February.

Prince Shun has interceded of the Prince Regent to reinstate Tuan Fang and appoint him as one of the Commissioners of the Navy Board.

Canton Riots.

NORMAL CONDITIONS IN THE CITY. CLEMENCY PLEADED.

Canton, 16th February. No disturbance has taken place in the city of Canton during the last two days and everything has resumed its normal and peaceful aspect. The city gates are opened as usual in the morning and closed at about 5 o'clock in the afternoon. On the 14th instant over a hundred suspects were arrested by the police and soldiers in different places in Canton, of whom some have been released on being proved to be of good character, while many others are still detained in custody pending further inquiries.

H. E. Viceroy Yuan Shu Hsun and Admiral Li Chan are of the opinion to punish only the ringleaders of the disturbance and to liberate those who were induced by other people to join in the riot. The officials have twice issued proclamations to persuade the disaffected troops to return to their barracks. Those who are willing to surrender must give up their arms and return to their barracks not later than the 17th instant and will be pardoned and allowed to remain in their posts or provided with passages to return to their respective homes, if they so wish. Those who refuse to obey the order will be arrested and punished. The local charitable institutions are also requested by the Viceroy and Admiral Li Chan to co-operate in inducing the disaffected troops to surrender. Yesterday the Viceroy sent for Messrs. Chan Wai Po and Li Kai Hi to his yamen and held a protracted conference with them for nearly two hours on the situation and as to how to deal with the troops and to organize a local militia for the protection of the residents to aid the police. The local gentry to a joint petition to the Viceroy and the Admiral suggested that, considering that the recent riot originated through only a trivial cause and no plot has been discovered on the part of the newly trained troops, liberal treatment should be extended to them as a special act of clemency this time, in order to pacify their minds and to avoid the difficulties of recruiting soldiers in the future. The Viceroy has forwarded a telegraphic memorial to the Imperial Government reporting on the disturbance, and, on 16th, the Imperial Government instructed H. E. Yuan, not to deal with the mutineers harshly and to smooth matters over as much as possible.

17th February. With further reference to the recent riots it is satisfactory to report that the disturbance has been completely suppressed. On the 14th and 15th respectively of the disaffected troops were arrested in the neighbourhood of Canton and handed over to Admiral Li Chan to be dealt with. Many of the mutineers are still hiding on the outskirts of Canton for fear of punishment. At the request of the Viceroy the Self-Government Society will send a number of its members to proceed to-morrow to the neighbouring villages of Canton for the purpose of persuading the soldiers to return to Canton, with the promise that they will be pardoned and sent back to their respective homes without any trouble. H. E. Viceroy Yuan Shu Hsun has himself, for the third time, issued a long proclamation to-day consisting of over a thousand words promising pardon to the troops and earnestly urging them to return to Canton.

A JUROR'S APPLICATION.

EXCUSED FROM SERVING AT THE CRIMINAL SESSIONS.

When a certain juror's name was called at the Criminal Sessions this morning, the juror asked to be excused owing to extreme pressure of work. The Chief Justice—What is the particular pressure of work?—We are at present understaffed. Are you alone in the office?—No, I am not alone in the office. The Secretary is there, but it would be necessary for me to be there also. The Chief Justice—You see, there are so many jurors who ask to be excused that I require some strong grounds before I can exempt you. My presence in the office is not absolutely required but it would be more convenient.

The Attorney-General—I believe there is a company meeting to-day. His Lordship—You are excused for the day.—Thank you, my Lord.

We would remind shareholders of the Hongkong and Shanghai Banking Corporation that the annual meeting takes place at the City Hall at noon, to-morrow, Saturday, 19th inst.

RAUB-AUSTRALIAN-GOLD MINING CO., LTD.

Mining and Milling Report for the four weeks ending Jan. 29th 1910.

BUKIT MALACCA.

No. 2 Level N. of No. 2 shaft has been further extended 44ft., giving a total from end of cross cut, of 169ft. There has been no improvement in value in this drive, and operations have consequently been suspended.

BUKIT KUMAM.

240ft. Level on W. Lode N. advanced 2ft. to 121 ft.

240ft. Level on W. Lode S. advanced 13ft. total 74ft. This W. Lode has been of a broken nature more or less, throughout the driving of the 25ft., and from appearances there is not much prospect of an improvement.

340ft. Level N. Cross-cut E. extended 18ft. during the four weeks, total 84ft.

Intermediate Drive in 1440ft. slope N. has now passed through "pay stone," and the end of drive is poor. This drive has opened a lengthy place of stoping ground.

440ft. Level N. (Main drive) advanced 31ft. total depth 54ft., lode patchy in value, one assay giving 11.66 dwts. per ton, the general average being 3 dwts. per ton.

Intermediate drives have been placed in both winzes between 440ft. and 530ft. Levels to test the lode; the results have not been satisfactory up to the present. The drives in the winze E. of shaft will be continued, as these are of a promising appearance, the assays however being low, giving an average of 0.87 dwts. per ton.

540ft. Level N. on foot-wall lode E. of Station Drive, has been extended 15ft. since it was connected with the winze; the lode is strong looking, but assaying only 0.53 dwts. per ton.

540ft. Level S. 121ft. drive advanced 9ft., total 175ft. from cross cut, lode rather disordered, assaying 0.40 dwts. per ton.

Stopes 440ft. Level S. 674 tons, assaying 5.40 dwts. per ton.

Stopes 440ft. Level N. 449 tons, assaying 2.65 dwts. per ton.

Stopes 440ft. Level N. 133 tons assaying 3.88 dwts. per ton.

Stopes 440ft. Level S. 137 tons assaying 1.65 dwts. per ton.

STOPE MINE.

160ft. Level N. advanced 31ft., total 361ft. This lode has improved in this drive and is showing a little gold.

160ft. Level S. advanced 126ft. total 1,177ft., lode poor.

160ft. Level S. No. 3 Winze sunk 31ft., total depth 41ft. This winze is at present poor, but an improvement may be looked for in values, as the stope in the level below carries good quality stone.

From this Level (160ft.) 1,490 tons of stone were sent to Mill averaging about 16 dwts. per ton.

ANDERSON'S.

260ft. Level N. advanced 127ft., total 236ft. from shaft; No improvement in value since last report.

260ft. Level S. advanced 31ft., total 163ft. from shaft; lode 60 inches wide, assaying 3.50 dwts. per ton.

Rise above this (260ft.) level is up 18ft. from intermediate drive, but nothing of value has been found.

Air Shaft S. of Anderson's sunk 47ft. total depth 97ft. This connection is being forced, as the ventilation in the 160ft. level S. is very defective.

A ventilating fan, driven by an electric motor, has been placed at Anderson's Shaft (on surface) to ventilate the southern part of the 160ft. level.

General—371 cubic yards of stone were sent into the 160ft. stope at "Stope Mine" for refilling.

Although the returns have considerably increased of late, the expenses at the mines are about the same as formerly.

MILLING SHEET FOR FOUR WEEKS ENDING JAN. 29TH 1910.

BUKIT KUMAM.

40 stamps run 26 days. Loss of 2 days caused by fall of transmission poles, general Mill repairs, cleaning up &c.

Stone Crushed: Bukit Kumam 1,270 tons. Stope and Anderson 1,612 " 2,882 tons. Huailing Mill ran 26 46 days. Loss of 54 days caused by fall of transmission poles; clean up, &c.

Stone Crushed: Bukit Kumam 148 tons. Stope and Anderson 384 " 532 tons. Total 3,414 tons.

Producing Amalgam 3,754 ozs. Retorted gold 1509 " Bullion 1462.487 ozs.

Average yield per ton 8.507 dwts. Value of tailings 1 dwts.

BUKIT MALACCA.

No. 1 Mill ran 24 days. Crushing 1736 tons of surface substance from B. Hlam, B. Malacca and B. Komau 94.

Producing Amalgam 206 ozs. Retorted gold 79 " Bullion 77 "

Average yield per ton 0.887 dwts. Totals, Tons crushed 5,150. Amalgam 3,950 ozs. Retorted gold 1,559.487 ozs. Average fineness 934.56.

yield per ton 5.978 dwts. Wm. J. OATKE, Manager.

A PROVISIONAL agreement, dated January 10, has been entered into by the directors of Ball's Asbestos Company, for the amalgamation of the company with the United Asbestos Company, Limited. The proposed amalgamation will take the form of purchase by Ball's Asbestos Company of the whole of the business of the United, and the companies will be known as Ball's United Asbestos Company.

COMMERCIAL.

SHARE MARKET.

Reviewing the share business for the week, Messrs. E. S. Kadoorie and Co. write this afternoon:—

Business in local stocks during the week has been on a limited scale owing to the Rates which, as usual, have quite disorganised the market. Rubbers have continued to show improvement in price and considerable number of shares have been done. Prices would now appear to be almost high enough, in many stocks, and we think caution advisable in making purchases of stocks standing at heavy premiums.

Banks.—Hongkong and Shanghai Banks have been practically neglected during the week and, after small sales at 590, continue on offer. The London price has further weakened to 5.10-10. Nationals have buyers at 57.

Marine Insurances.—Canton's continue firm and have changed hands at 5150. North Chinas are again in demand at 113, while Yangtzes are on offer at 130. Unions have changed hands at 591, at which they close with further inquiries.

Fire Insurances.—Both China Fire and Hongkong Fires are unchanged and without business to report.

Shipping.—China and Manilla are obtainable at 38 and Douglas at 53. Hongkong, Canton and Macao Steamboats are slightly easier and can be had at quotation. Indo-Chinas are a firmer market with buyers locally at 56, and in the North at 47. Shell Transports show a further improvement on last week's quotation and buyers prevail at 77.5.

Refineries.—China Sugar, as a result of an unexpected demand, have risen to 515, at which they close firm, after sales during the early part of the week at 510. Luxons have also strengthened and buyers now offer 515. Perak Sugars have strengthened considerably and, at the close can be sold in the North at 710.

Mining.—Chinese Engineerings are wanted at the improved rate of 118. Headwaters are a firm market with buyers at 110. Rubbers continue in favour at 51.

Docks, Wharves and Godowns.—Kowloon Wharf remains quiet at 56, and possibly buyers could be found at a level rate. Whampoa Dock have strengthened somewhat and sales have been effected at 54. Shanghai Docks are on offer at 54. Hongkong Wharf have buyers in the North at 112.

Lands, Hotels and Buildings.—Hongkong Hotels are in request at 35 for the old and 37 for the new shares. Hongkong Lands have changed hands at 30 and may be obtainable at 30. Humphreys Estates continue, on offer at 51, with probable buyers at a fraction under.

Cotton Mills.—There are sellers of Hongkong Cottons at 36. Ewos have been dealt in at 110, closing easier. According to latest mill advices to hand from Shanghai changes in other Northern mills are as follows:—Internationals 78. La Kung Mows 76 and Soyche's 75.

Miscellaneous.—China Light and Powers are inquired for at 56, without inducing sellers. Green Island Cements could be placed at 57, while Dairy Farms are in request at 164. Langkats were sold in the North at 110, 1035 but at the close buyers only offer 110. Sumatras have had a reaction and can be obtained at 112.

Rubbers.—Allagars have changed hands at 79 and 7. Anglo-Malaya have been sold at 21/9 cum dividend, and later at 22.6 and 22. ex the dividend 10.6d. per share. Balgownie have been an excited market, with business at prices from 114 to 117 (Straits). The shares have now been sub-divided into 51 shares, Castlefields were taken off the market at 90 and more are wanted. Damanaras have improved to 117, and Golcondas to 88. Highland and Lowlands have been sold from London at 112/6. Kamunings are slightly easier at 71.

Kuala Lumpur have been the medium of a fair business at 140, 141/6, and 147, closing in further demand. Linggis, after sales at 38 and 39, have risen to 41/9. Ledburys have changed hands at 63, 66, and 67, closing in demand at the latter rate. Saggas show a considerable improvement on last week's quotation and sales have been put through at 175, 185, and 187, closing firm. Sandycrofts can be placed at 38 (Straits). Shellfords are a shade easier at 48/9. Sugeel Choba (partly paid) have found buyers at 71/6 and Sugeel Kapars at 105, the latter closing stronger at 107. A fair business has been done in United Sumatras at 116. During the early part of the week, Eastern Internationals were placed at 119 and 171 prem. but towards the close an easier feeling prevails with sellers at 166. Pegohs have been dealt in at 35 and 35 1/2, closing with further inquiries at the higher rate. Paljams have been done at the improved rate of 52, and United Singapore at 51.50 and 52. Glenaleys are hard to get and buyers prevail at 52.05.

Exchange.—The Banks selling rate on London is 1/9 3/16 on demand. The T/T rate on Shanghai is 74.

FARM MARKET.

Hongkong, 18th February. Out last report, per ss. Arcadia, was dated the 4th inst. During the early part of the intervening period contracts continued to be entered into by some dealers, who, as mentioned in our last, wished to lay in a good supply with a view of meeting the brisk demand anticipated on the resumption of business after the New Year. On the other hand, the two principal dealers have held aloof, stating that they consider present prices dangerously high and are bound to curtail consumption. In the meantime, a further advance in prices, from 31 to 33 per bale, has been established, being mainly brought about by the speculative dealers in order to enhance their previous holdings, and being encouraged thereto by the small stock held by the importers. Since the advent of the New Year, on the 11th, however, business has been suspended, and it is probably some time until the return of the country buyers from the interior. We close quiet but steady.

No. 6 & 8.—No business has been reported. No. 10.—This count has been the medium of a more extensive business than has been the case recently.

No. 12.—A fair number of contracts has been entered into for forward delivery.

No. 16.—Owing to its scarcity, this count is now fetching good prices, but the volume of business is limited.

No. 20.—A fair amount of business has been booked, but it is not so extensive as during the period covered by our last circular.

Total sales 7,500 bales. Unsold stocks estimated at 13,000 bales. Sold but undelivered in the godowns, and to arrive 37,000 bales.

Arrivals.—The mail steamer *Assaya* and *Della* and extra str. *Ischia* from Bombay, *Kumang* from Calcutta have brought in 7,707 bales for Hongkong, and 15,488 bales for Shanghai, on shipment for North.

Local Mill.—A fair business transacted, about 800 bales in No. 10, of various chops owing to the price being comparatively low. Prices at 1120 to 1123 to 1128.

Japanese Yarn.—A few small contracts were entered into of No. 165 at 5145.

Shanghai Reported quiet throughout the fortnight, while some 2,000 bales have been re-shipped from that port and sold in this market.

Raw Cotton.—No business reported in either Chinese or Bengal.—A recent arrival of two parcels of Bengal is now under consideration. Quotations: Bengal at 532 to 536. Chinese 534 to 539 per picul.

Rupess, T/T 131. Rupess, D/D 1314. Sterling, 4m/1 1/9-1/15. Sterling, D/D 1/9-3/16. Shanghai, T/T 74.

Japan 86. Bar Silver 24 1/2. POLISHWALLA & KOTWALL, Cotton and Yarn Brokers.

ROBBERY WITH VIOLENCE.

AN INDIAN WHO ROBBED HIS COMPATRIOT.

Before Hon. Mr. W. Rees-Davies, K.C., Acting Chief Justice, at the Criminal Sessions this morning, Fakir Khan, alias Jamil Din, was indicted on a charge of robbery with violence. Hon. Mr. F. A. Hazeland, Acting Attorney-General, instructed by Mr. H. L. Denny, J., from the Crown Solicitor's office, prosecuted. The prisoner was undefended and entered a plea of "not guilty."

The jury were as follows:—Messrs. J. McCubbin (foreman), J. G. Muir, J. F. Cox, Edward, L. J. Magner, E. R. Raymond, R. Hume and J. Craig.

The Attorney-General said that prisoner was charged with committing robbery on another Indian at a place called Tai Pak Chai, 1 1/2 miles from Kowloon City. The facts of the case were that the victim of the robbery, one Fat Din, was going to America and it was necessary for him to obtain a medical certificate. Prisoner promised the Indian that he would get him a pass. He met the Indian about half-past six in the evening and had his meal with him. Prisoner then took the man to a secluded spot and, after assaulting him, robbed him of £18, 5s and some articles of personal attire. Nobody saw the robbery, committed but he proposed to call witnesses who would prove that they knew that the plaintiff had the money prior to the robbery. The defence put up by the prisoner was an alibi—that he had left the Colony on the previous day.

Evidence was called, the witnesses being cross-examined at great length by the prisoner. After all the evidence had been given, prisoner went into the witness-box, when he delivered a long-winded statement.

After the summing-up, the jury retired and after a few minutes returned with a unanimous verdict of "Guilty."

His Lordship in passing sentence said that he took into consideration the fact that prisoner in committing the act of violence used no weapons. The violence which he inflicted was with his fists and he also took into consideration the fact that the Police knew of nothing against him. The sentence of the Court was twelve months' hard labour.

Events Coming.

Friday, 18th February. A. D. C. "Treasurer" City Hall. Royal Hongkong Yacht Club, Extraordinary General Meeting, at the Office of the Union Insurance Society of Canton, 5.15 p.m.

Saturday, 19th February. Hongkong and Shanghai Banking Corporation, Half-Yearly Meeting, at the City Hall, Noon. Jockey Club Races, off-day. A. D. C. "Treasurer" City Hall.

Monday, 21st February. Hongkong and Whampoa Dock Co. meeting, Queen's Building, at Noon.

Tuesday, 22nd February. Geo. P. Lamart, Auction sale of Postage Stamps, 5 p.m.

Wednesday, 23rd February. Hughes and Hough, Auction sale of Rice Fodder, opposite City Hall, 3 p.m.

Saturday, 26th February. China and Manilla Steamship Company, Annual Meeting, at the Office of Sheewan Tomes & Co. Noon. National Bank of China, Limited, Annual Meeting, at Noon. National Bank of China, Limited, Extraordinary General Meeting, 12.30 p.m. Hongkong Ice Company Limited, Annual Meeting, at the Office of the General Managers, 12.30 p.m. Phoenix Club Smoking Concert, 9 p.m.

Wednesday, 9th March. Hongkong Fire Insurance Company, Ltd., Annual Meeting, at the office of Messrs. Jardine, Matheson & Co., Ltd., 12 o'clock Noon.

Thursday, 10th March. China Fire Insurance Company, Limited, Annual Meeting, at 2, Queen's Road Central, Noon.

To-day's Advertisements.

OSAKA SHOSHEN KAISHA.

NOTICE TO CONSIGNEES.

THE Company's Steamship "FITZPATRICK," FROM TACOMA, JAPAN & SHANGHAI.

The above mentioned Steamship having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for Counter-signature, and take immediate delivery of Cargo from alongside.

Cargo impeding the discharge of the Vessel will be landed at once at Consignees' risk and expense.

Cargo remaining on board after FRIDAY, February 18th, 1910, at Noon, will be landed and stored at Consignees' risk and expense.

Cargo remaining undelivered after the 25th instant, will be subject to rent.

All broken, chafed and damaged goods are to be left in the godowns, where they will be examined on 25th instant.

No Fire Insurance will be effected by us in any case whatever.

OSAKA SHOSHEN KAISHA.

Hongkong, 18th February, 1910.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship "MIYAZAKI MARU" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Coke, Scrap Iron or other similar natured goods are to be taken immediate delivery ex ship; otherwise they will be landed into the same Company's Godowns at owner's risk and expense.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 14th February will be subject to rent.

No Fire Insurance has been effected. Damaged packages must be left in the Godowns for examination by the Consignees and the Co's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Hongkong, 17th February, 1910.

JOURNALIST WANTED.

EUROPEAN SUB-EDITOR AND CHIEF REPORTER for the "Times of Malaya" (Ipoh, Perak, Federated Malay States). Applicant must be able to write shorthand, be steady, young and single. Apply, stating salary expected and qualifications, to JACK JENNINGS, Managing Editor, Times of Malaya, Press, Ltd., Ipoh, Perak.

180]

SALON-CINEMA THEATRE,

WYNDHAM (FLOWER) STREET, OPPOSITE GENERAL POST OFFICE.

FIRST APPEARANCE IN HONGKONG

OF THE FAMOUS COMEDIENNE

HAPPY NELLIE MARSHALL.

MISS ADA KING AND MISS RUBY CRYSTAL

IN THEIR NEW REPERTOIRE.

EXCELLENT FILMS. ORCHESTRA IN ATTENDANCE. DAILY CHANGE

OF PROGRAMME. COMPLETE CHANGE TWICE A WEEK.

MONDAY AND FRIDAY; DAILY TWO PERFORMANCES.

First commences 6.30 half-price. Second commences 8.15.

MATINEES EVERY SATURDAY and SUNDAY 4 p.m. Half-price.

Hongkong, 29th January, 1910.

MARTELL'S BRANDY.

THE MOST RENOWNED AND RELIABLE

COGNAC BRANDY IN THE

WORLD.

Used by Connoisseurs, the Medical

Profession and Hospitals in pre-

ference to other Brandies.

Messrs. Martell & Co. are the Pioneer

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Distillers in the World.

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Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver, B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 11 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From St. John, N.B.
"EMPERESS OF INDIA" SATURDAY, FEB. 26TH.	"EMPERESS OF IRELAND" FRIDAY, MARCH 18TH.
"EMPERESS OF JAPAN" SATURDAY, MAR. 26TH.	"EMPERESS OF IRELAND" FRIDAY, APRIL 15TH.
"EMPERESS OF CHINA" SATURDAY, APRIL 23RD.	"EMPERESS OF IRELAND" FRIDAY, MAY 20TH.
"EMPERESS OF INDIA" SATURDAY, MAY 14TH.	"ALLAN LINE" FRIDAY, JUNE 18TH.
"MONTAGUE" TUESDAY, MAY 24TH.	"EMPERESS OF BRITAIN" FRIDAY, JULY 1ST.
"EMPERESS OF JAPAN" SATURDAY, JUNE 4TH.	

Each Trans-Pacific "Emperess" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamers as shown above. The "Emperess of India" and "Emperess of Japan" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Emperess" Steamers on the Pacific and on the Atlantic are equipped with the latest wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Bath in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) 44 days.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTAGUE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port 44 days.

Via New York 45 days.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—W. W. CRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LTD.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

For	Steamship	On
Kobe	ONSANG	SATURDAY, 19th Feb, Noon.
SANDAKAN	MAUSANG	SATURDAY, 19th Feb, Noon.
SHANGHAI	CHOYANG	SATURDAY, 19th Feb, 4 P.M.
SWATOW	PHANG & CALCUTTA	TUESDAY, 22nd Feb, Noon.
TIENSIN	CHONGSHING	TUESDAY, 22nd Feb, 4 P.M.
SHANGHAI	WAIHONG	FRIDAY, 25th Feb, Daylight.
MAHARAJA	YUENSANG	FRIDAY, 25th Feb, 4 P.M.
SHANGHAI	TUNGSHING	SUNDAY, 27th Feb, Daylight.
MAHARAJA	LOONGSANG	FRIDAY, 4th Mar, 4 P.M.
SHANGHAI, Kobe & MOJI	KUTSANG	TUESDAY, 8th Mar, Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kaituma*, *Nagasaki* and *Fokong* leave about every 3 weeks for Shanghai and Yokohama returning to Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 10 to 14 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe, these vessels have all modern improvements and are fitted throughout with Electric Light. A fully qualified surgeon is also carried.

Passengers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Cargo on through Bills of Lading to Yangtze Ports, Choofoo, Tientsin & Newchwang.

Ship Cargo on through Bills of Lading to Koda, Lahad, Datu, Singapore, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LTD., General Managers.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
AMOI, NINGPO & SHANGHAI	"ANGPO"	19th Feb, 4 P.M.
SAIGON	"OHILI"	19th " 4 P.M.
SHANGHAI	"LINAN"	20th " Daylight.
SHANGHAI, WEIHAIWEI & CHEFOO	"KWEIYANG"	21st " 4 P.M.
CEBU & ILOILO	"TALING"	22nd " 3 P.M.
TIENSIN	"RAIFONG"	22nd " 4 P.M.
SHANGHAI	"HUIHOW"	23rd " 4 P.M.
SHANGHAI	"ARUI"	24th " 4 P.M.
MANILA	"OHINUA"	27th " Daylight.
MANILA, ZAMBOANGA & AUSTRALIA	"ORANGSHA"	1st Mar, 3 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A fully qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloons.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Asahi*, *Chosen*, *Linan*, *Chikwa*), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers and passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
RUBI	1540	A. Fraser	MANILA	SATURDAY, 19th Feb.
ALIRO	1540	R. Rotger	"	SATURDAY, 26th Feb.

For Freight or Passage, apply to SHEWAN TOMES & CO., General Managers.

Shipping—Steamers.

THE "SHIRE" LINE OF STEAMERS, LIMITED.

PASSENGER SERVICE TO LONDON, ROTTERDAM & ANTWERP.

THE Steamer.

"CARMARTHENSHIRE"

Offering superior accommodation for First-class Passengers, will be despatched from Hongkong as above on or about 1st of March.

FARE TO LONDON £35

A Stewardess and fully qualified Doctor are carried.

For further particulars apply to

JARDINE, MATHESON & Co., Ltd.

Hongkong, 31st January, 1910.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY.

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO.) Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA VIA MOJI, KOBE AND YOKOHAMA	"CHICAGO MARU" Capt. G. G. G.	6,182	WEDNESDAY, 23rd Feb, at Noon.
Do	"TACOMA MARU" Capt. H. Yamamoto	6,178	WEDNESDAY, 23rd March, at Noon.
TACOMA VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA	"FITZPATRICK" Capt. R. E. Hutchinson		FRIDAY, 4th March, at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for stowage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Furs and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSAI, SWATOW & AMOY.	"DAIJIN MARU" Capt. Y. Kaburaki	SUNDAY, 20th Feb., at 10 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passengers, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 17th February, 1910.

T. ARIMA, Manager.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1910
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	"KAGA MARU" Capt. M. Hagino, Tons 7000 "ATSUTA MARU" Capt. Wm. Thompson, Tons 9000 "HIAORI MARU" Capt. N. Matsumoto, Tons 7000	WEDNESDAY, 2nd Mar., at Daylight. WEDNESDAY, 16th Mar., at Daylight. WEDNESDAY, 30th Mar., at Daylight.
VICTORIA, B.C. & SEATTLE	"TAMBA MARU" Capt. K. Sato, Tons 6500	WEDNESDAY, 16th March From YOKOHAMA
VICTORIA, B.C. & SEATTLE Via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	"AWA MARU" Capt. S. Ishikawa, Tons 7000	TUESDAY, 20th March, at Noon.
SYDNEY AND MELBOURNE Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	"KUMANO MARU" Capt. M. Winkler, Tons 6000 "YAWATA MARU" Capt. T. Sekine, Tons 5000	FRIDAY, 18th March, at Noon. FRIDAY, 18th April, at Noon.
SHANGHAI, MOJI AND KOBE	"TAKASAKI MARU" Capt. A. Mocker, Tons 5000	THURSDAY, 24th Feb.
MOJI, KOBE & YOKOHAMA	"SHIMANO MARU" Capt. R. Takeda, Tons 7000	MONDAY, 21st Feb, Noon.
NAGASAKI, MOJI, KURE, KOBE & YOKOHAMA	"HAKATA MARU" Capt. J. Dorig, Tons 6500	WEDNESDAY, 23rd Feb., at Noon.
NAGASAKI, MOJI and KOBE	"YAWATA MARU" Capt. T. Sekine, Tons 5000	WEDNESDAY, 16th Mar., at Noon.
KOBE and YOKOHAMA	"MIYAZAKI MARU" Capt. T. Murai, Tons 5000	FRIDAY, 18th Feb., at Noon.
BOMBAY, Via SINGAPORE AND COLOMBO	"BOMBAY MARU" Capt. W. Evans, Tons 5000	TUESDAY, 22nd Feb.

Fitted with new system of wireless telegraphy. Cargo only. * Carries deck passengers.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

T. KUSUMOTO.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.



STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.

THE Steamship

"ASSAYE"

Captain Owen Jones, R.N.R., carrying His Majesty's Mail, will be despatched from this for HONGKONG & TO MORRISON, the 19th February, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Peris*, 7,951 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Assaye*, due in London on 1st April, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT, Superintendent

Hongkong, 18th February, 1910

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"CARMARTHENSHIRE"

Captain W. Gregory, will be despatched as above about 21st February.

For Freight or Passage apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 17th January, 1910.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"CARMARTHENSHIRE"

Captain R. L. Daniel, R.N.R., will be despatched as above about 1st March.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 31st January, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

VANCOUVER, B.C., TACOMA & SEATTLE

Via MOJI, KOBE AND YOKOHAMA

Steamer	Tons	Captain	Sailing Date
<i>Kumera</i>	6,231	J. Maffie	10th March 1910
<i>America</i>	4,361	J. Boyd	7th April
<i>Subito</i>	4,361	F. W. Davies	1st May
<i>Oceano</i>	4,657	F. W. Davies	2nd June

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to DODWELL & CO., LIMITED, General Agents.

John's Building, Hongkong, 17th January, 1910.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" ..Capt. H. W. WALKER.

"KWONG SAI" ..Capt. E. S. GROVE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5:30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officer by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S. CO., LTD., and SHU ON S. CO., LTD., No. 2, Queen's Road West.

Hongkong, 18th February, 1910.

Shipping—Steamers.

HONGKONG—BOSTON AND NEW YORK.



AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR BOSTON AND NEW YORK VIA PORTS AND SUZ CANAL. (With Liberty to Call at the Malabar Coast).

S.S. "MUNCASTER CASTLE" SATURDAY, 19th February, at Noon.

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

Hongkong, 18th February, 1910.

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship

"GREGORY APCAR"

Captain S. H. Nelson, will be despatched for the above Ports, on FRIDAY, the 25th instant, at Noon.

This Steamer has Superior Accommodation for Passengers, is installed throughout with Electric Light and carries a duly certified Doctor.

Return tickets are available by the Indo-China Steam Navigation Co.'s steamers.

Fare for round trip \$120.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 17th February, 1910.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUZ CANAL. (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK: S.S. "PANTAN" ..On or about 28th Feb.

For Freight and further information, apply to DODWELL & Co., LIMITED, Agents.

Hongkong, 2nd February, 1910.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE"

Captain Helms, will be despatched as above on WEDNESDAY, the 2nd March, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in state-rooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 14th February, 1910.

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With Liberty to Call at the Malabar Coast).

THE Steamship

"WELSH PRINCE"

will be despatched for the above Ports on TUESDAY, the 8th March, 1910.

For Freight or Passage, apply to ARNOLD, KARBURG & CO., General Agents.

Hongkong, 31st January, 1910.

CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE TO SAN FRANCISCO, MEXICO, PERU CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

For further particulars apply to P. A. LAPICQUE & Co., Agents at Hongkong, No. 4 Queen's Building, Telephone 400.

Hongkong, 18th February, 1910.

RETURNED TO THE HOTEL

HONGKONG,
P. R. Kenneth, C. F.

and Mr. A. E. Smith, Crowther
Largreaves, Mrs. Smith, Mr. and Mrs.
Jackson, H. T. Grant
Jones, Dr. and Mrs. Smith, E. Grant
Evans Smith, Miss D.
Lydd, Mr. & Mrs. T. W. Wilson, G. L.

Steamers Expected.

Vessels	From	Agents	Due
Japan	Moji	D. S. & Co	Feb. 20

CHINA COAST METEOROLOGICAL REGISTER.

[illegible]

CAPTAIN.	LAST REPORTED AT
T. K. Yeller	Hongkong
C. Ryan	Hongkong
Robert	Hongkong
J. R. C. B. Bridgeman	Welshai
J. F. B. Noble	Hongkong
L. P. Heard	Shanghai
T. Bennett	Shanghai
Order Thomas	Shanghai
Nicholas	Shanghai
B. J. Guy, V.C.	Hongkong
Order Montpe	Hongkong
Order G. O. Heathcote	Hongkong
Order	Hongkong

CHINA COAST METEOROLOGICAL REGISTER.

Baker	...	...	Hongkong
nder T. J. S. Lyne	...	...	Yangtse
earmonth	...	...	Hongkong
Smith	...	...	Hongkong
nder G. P. Lelth	...	...	West River
nder R. S. Roy	...	...	Yangtse
Stevenson	...	...	Hongkong
nder J. White	...	...	West River
nder H. R. Tickell	...	...	Yangtse
nder Also Dixon	...	...	Hongkong
low	...	...	Hongkong
Lyne	...	...	Hongkong
nder H. R. Godfrey	...	...	Yangtse
nder H. T. Artlun	...	...	Yangtse
nder C. A. Fremantle	...	...	Hongkong
nder M. P. Douglas	...	...	Hongkong
nder A. A. Fremantle	...	...	Hongkong
nder J. F. Knox	...	...	Yangtse
H. K. V. Gottrell-Dorner	...	...	Yangtse
nder G. R. Livingston	...	...	Yangtse

SAILING VESSEL.—

ENDING OFFICERS.					LAST REPORTED
Fourier	000	000	000	000	Shanghai
one	000	000	000	000	Canton
arks	000	000	000	000	Saigon
it	000	000	000	000	Toulon
ndrevilla	000	000	000	000	Upper Yangtze
	000	000	000	000	Tongki
	000	000	000	000	Upper Yangtze
	000	000	000	000	Canton

DOCK RETURNS

	000	000	000	000	Salgos
and.....	000	000	000	000	Salgos
Badia.....	000	000	000	000	Salgos
vais.....	000	000	000	000	Salgos
et.....	000	000	000	000	Salgos
-----				%	Halong
	000	000	000	000	Salgos
Ragot de la Touche.....	000	000	000	000	Salgos
De la Ruche Kernadon..	000	000	000	000	Salgos
Jar.....	000	000	000	000	Salgos
Mortanol.....	000	000	000	000	Hongay
".....	000	000	000	000	Salgos
".....	000	000	000	000	Salgos
".....	000	000	000	000	Salgos
Mortanol.....	000	000	000	000	Hongay
".....	000	000	000	000	Cap Saint-Jacq.

SHARE QUOTATIONS.

Supplied by Messrs. B. S. KADORI & Co. Corrected to noon; later alterations given under "Commercial Intelligence" page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE PERCENTAGE BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.		
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$1,500,000	\$2,001,819	Interim of £2 for account 1909 @ ex 1/98 = \$22.71	4 % \$900 sellers London £90.10
National Bank of China, Limited	99,025	7	£0	\$4,000 \$4,000	\$30,552	\$2 (London 3/6) for 1903	7 % \$73 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$1,500,000	none	\$10 for 1908	7 % \$150 sales
North China Insurance Company, Limited	10,000	15	£5	Tls. 221,000 Tls. 125,253 Tls. 145,880	Tls. 207,573	Final of 7/6 making 15/- for 1908	Tls. 113 buyers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$1,000,000 \$1,000,000	\$1,454,001	Final of 1/7 making 1/7 for 1907 and interim of 5/30 for 1908	5 1/2 % \$910
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$1,000,000 \$1,000,000	\$7,708	\$12 and bonus 5/- for 1907	7 % \$230 buyers
FIRE INSURANCES.							
China Fire Insurance Company, Limited	70,000	\$100	\$20	\$1,000,000 \$1,000,000	\$375,341	\$6 and bonus 5/- for 1907	7 % \$118 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$1,000,000	\$368,711	\$27 for 1907	7 1/2 % \$365 sellers
SHIPPING.							
Obloo and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,000 \$7,000	\$1,085	\$1 for 1906	8 % \$8 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,000,000 \$1,000,000	NIL	2/- for year ending 30.6.1908	5 1/2 % \$32 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,000,000 \$1,000,000	\$22,170	Interim of 5/24 for account 1909	7 1/2 % \$304 ex div. s.
Indo-China Steam Navigation Co., Ltd. (Preferred) ..	60,000	£5	£5	\$1,000,000 \$1,000,000	\$13,755	6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$3. 154	6 % \$63 buyers
Do. Do. (Deferred)	60,000	£5	£5	\$1,000,000 \$1,000,000	\$13,755	Final of 3/- for 1908 and interim of 1/- for a/c 1909	7 1/2 % \$71 1/2 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$1,000,000 \$1,000,000	\$61,817	\$1.00 for year ending 10.4. 1909	4 % \$36
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$46,083 \$46,083	\$3,121	30.50 for year ending 10.4. 1909	3 1/2 % \$141
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$350,000 \$350,000	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2 % \$160 ex. and b.
Luxon Sugar Refining Company, Limited	7,000	\$1	\$100	none	Dr. \$155,891	\$3 for 1897	5 1/2 % \$23 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 5	Tls. 50	Tls. 100,000 Tls. 100,000	Dr. \$155,891	Tls. 10 for year ending 31.12.09	Tls. 470 sales
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$175,000 \$175,000	\$1,431	Final of 1/6 making 3/- for 1909	7 % Tls. 171
Headwaters Mining Company	60,000	£10	£10	none	none	First year	Pa. 10 buyers
Raub Australian Gold Mining Company, Limited	150,000	1	18 1/2	£4 1/2	Dr. £2,191	No. 12 of 1/- = 48 cents	5 1/2 % \$54 buyers
DOCKS, WHARVES & GODOWNS.							
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$12,986 \$12,986	Dr. \$7,421	\$1.75 for year ending 31.12.06	\$10
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$55	\$50	\$30,000 \$30,000	\$30,102	None	\$61 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$5	\$50	Tls. 1,000,000 Tls. 1,000,000	\$345,162	Interim of 5/24 for account 1909	5 1/2 % \$524 buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 50,000 Tls. 50,000	Tls. 6,261	Interim of Tls. 24 for 1910	6 1/2 % Tls. 83 buyers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 1	Tls. 100	Tls. 125,000 Tls. 125,000	Tls. 22,818	Final of Tls. 5 making Tls. 10 for 1908	7 % Tls. 174 sales
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 1	Tls. 100	Tls. 25,000 Tls. 25,000	Tls. 4,134	Tls. 6 for year ending 31.12.09	5 1/2 % Tls. 103 sales
Central Stores, Limited	50,000	\$15	\$50	\$1,000,000 \$1,000,000	\$24,641	\$1.30 on old and 60 cents on first new issue. Interim of \$2.40 on old and 40 cents on new shares for account 1909	\$16 buyers \$17 new buyers
Hongkong Hotel Company, Limited	8,000	\$50	\$25	\$14,088 \$14,088	\$19,272	Interim of 3/4 for account 1909	6 1/2 % \$90 sellers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$1	\$10	\$1,000,000 \$1,000,000	\$26,475	60 cents for 1908	7 1/2 % \$72 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$1	\$10	\$1,000,000 \$1,000,000	\$5,486	\$4 for 1908	5 % \$39 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	none	\$278	Interim of Tls. 3 for account 1909	6 1/2 % Tls. 117 1/2
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 300,000 Tls. 300,000	Tls. 142,404	Interim of 1/2 for account 1909	8 1/2 % \$424 ex div.
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,098	Interim of 1/2 for account 1909	8 1/2 % Tls. 130 sales
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 5	Tls. 150,000 Tls. 150,000	11. 10,991	Tls. 11 for year ending 31.12.09	8 1/2 % Tls. 63
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$1	\$1,000,000 \$1,000,000	\$9,553	50 cents for year ending 31.7.08	36 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000 Tls. 175,000	Tls. 8,373	Tls. 74 for year ending 30.6.06	Tls. 63
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	none	none	none	none	Tls. 4 for 1908	Tls. 76
Sey Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 50	Tls. 1,175 Tls. 1,175	Tls. 15,911	Tls. 50 for 1906	Tls. 375
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,500 \$1,500	\$648	15 % per share for 1908	\$10
China-Borneo Company, Limited	60,000	\$12	\$12	\$40,000 \$40,000	NIL	\$1.20 for 1908	\$12
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$61,138	50 cents for year ended 28.2.06	\$64 buyers
Do. Do. special shares	50,000	\$1	\$1	none	\$61,138	80 cents for 1909	8 1/2 % \$181 ex div. b.
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$1	\$1,000,000 \$1,000,000	\$2,407	\$1.10 for year ending 31.7.09	8 1/2 % \$164 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$1,000 \$1,000	\$1,891	Interim of 1/2 for account 1909	10 % \$74 sales
Green Island Cement Company, Limited	400,000	\$10	\$10	\$13,000 \$13,000	\$3,756	80 cents for year ending 31.12.08	8 1/2 % \$12
H. Price & Company, Limited	12,000	\$10	\$10	\$5,000 \$5,000	\$670	\$1.10 for year ending 31.7.09	6 % \$204 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$1	none	\$5,195	Interim of 1/2 for account 1909	10 % \$175 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$5	\$150,000 \$150,000	\$7,616	Interim of 1/2 for account 1909	8 1/2 % \$224 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$10,000 \$10,000	\$8,790	Final of Tls. 1 1/2 and bonus of Tls. 7/4 for 1909	Tls. 1,095 sales
Manitoba Portland Cement Co., Ltd.	25,000	Gs. 100	Gs. 100	Tls. 547,500 Tls. 547,500	Tls. 316,682	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09	6 % \$13 sellers
Peak Tramways Company, Limited	25,000	\$10	\$10	\$10,000 \$10,000	\$1,204	None	\$130
Peak Tramways Company (new)	50,000	\$10	\$10	none	Pa. 18,640	None	\$10 buyers
Philippine Company, Limited	75,000	\$10	\$10	none	none	Final Tls. 5 making Tls. 8 for 1908	4 1/2 % Tls. 157 1/2
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 14,810 Tls. 14,810	Tls. 5,250	None	7 % \$224 sellers
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$56,602	40 cents for year ending 31.5.09	\$44
Steam Laundry Company, Limited	20,000	\$25	\$5	none	\$72	60 cents for year ending 31.12.07	5 % \$10 sellers
Union Waterboat Company, Limited	50,000	\$10	\$10	none	\$342	60 cents per ord. share for year ending 31.5.09	6 1/2 % \$124 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	\$46,000 \$46,000	\$2,613	Final of 30 cents for 1908	6 1/2 % \$7 sellers
Watson (A.S.) & Co., Limited	90,000	\$1 1/2	\$10	\$300,000 \$300,000	\$782	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	5 % \$3 sellers
William Powell, Limited	15,000	\$7	\$7	none	none	None	7/9
RUBBERS.							
Allagar Rubber Estates	750,000	2 1/2	2 1/2	none	none	Interim of 12 1/2 % for account 1909	7/9 ex div.
Anglo-Malay Rubber Company, Limited (fully paid) ..	1,500,000	2 1/2	2 1/2	none	none	45 % interim for 1909	\$142
Balgownie Rubber Estate, Limited	30,000	\$10	\$10	\$7,400 \$7,400	\$11,105	3/6 for 1909	\$90/ sales
Charlesfield Rubber Estate, Limited	33,650	£1	£1	none	£2,220	None	127/6
Damansara (Selangor) Rubber Co.	110,000	£1	£1	none	none	None	88
Goldfields Malay Rubber Co.	83,000	£1	£1	none	none	7 1/2 % 2nd interim for 1909	£107/6
Highland & Lowland Para. Rubber Co. (fully paid) ..	181,451	£1	£1	none	none	None	nominal
Do. do. (contributory)	123,545	£1	£1	none	none	None	7/1
Kamunag (Perak) Rubber Tin & Co.	(950,000)	£1	£1	none	none	None	nominal
Do. do. A Shares	105,000	£1	£1	none	none	None	147/6 sales
Do. do. B Shares	105,000	£1	£1	none	none	None	40/6
Kuala Lumpur Rubber Co., Limited	180,000	£1	£1	none	1,810	None	67/6 sales
Langkat Plantations, Limited (ordinary)	900,000	2 1/2	2 1/2	none	none	20 % for year ending 31.6.08	nominal
Do. do. (7 1/2 % pref.)	10,000	£1	£1	£4,000 £4,000	none	Interim of 40 % = 24/- for account 1909	40/6
Ledbury Rubber Estates, Limited	6,000	£1	£1	none	none	None	59/6
Do. do. (contributory)	40,000	£1	£1	none	none	Interim of 50 % for 1909	180/-
Sagga Rubber Company, Limited	20,000	£1	£1	\$10,000 \$10,000	\$1,275	3 % for 1908	\$19
Sandycroft Rubber Company	50,000	£1	£1	none	none	None	45/6
Sekong Rubber Company, Limited	80,000	£1	£1	none	none	None	\$10
Shelford Rubber Estate, Limited	65,000	£1	£1	none	£830	None	73/6
Singapore & Johore Rubber Company, Limited	2,500	\$100	\$100	none	none	7 1/2 % interim for 1909	110/-
Sungei Choh Rubber Estate Company, Limited	45,000	£1	£1	none	none	None	None
Sungei Kaper Rubber Company	120,000	£1	£1	none	£3,448	None	None

Printed and Published by JOSE PEDRO BRAGA for the Hongkong Telegraph Company, Limited, at the Printing Office of the Company, No. 2, Lee Street, in the City of Victoria, Hongkong.

Intimations

COMPANIA GENERAL DE
TABACOS
DE FILIPINAS.

ESTABLISHED IN 1882 CAPITAL £3,000,000.



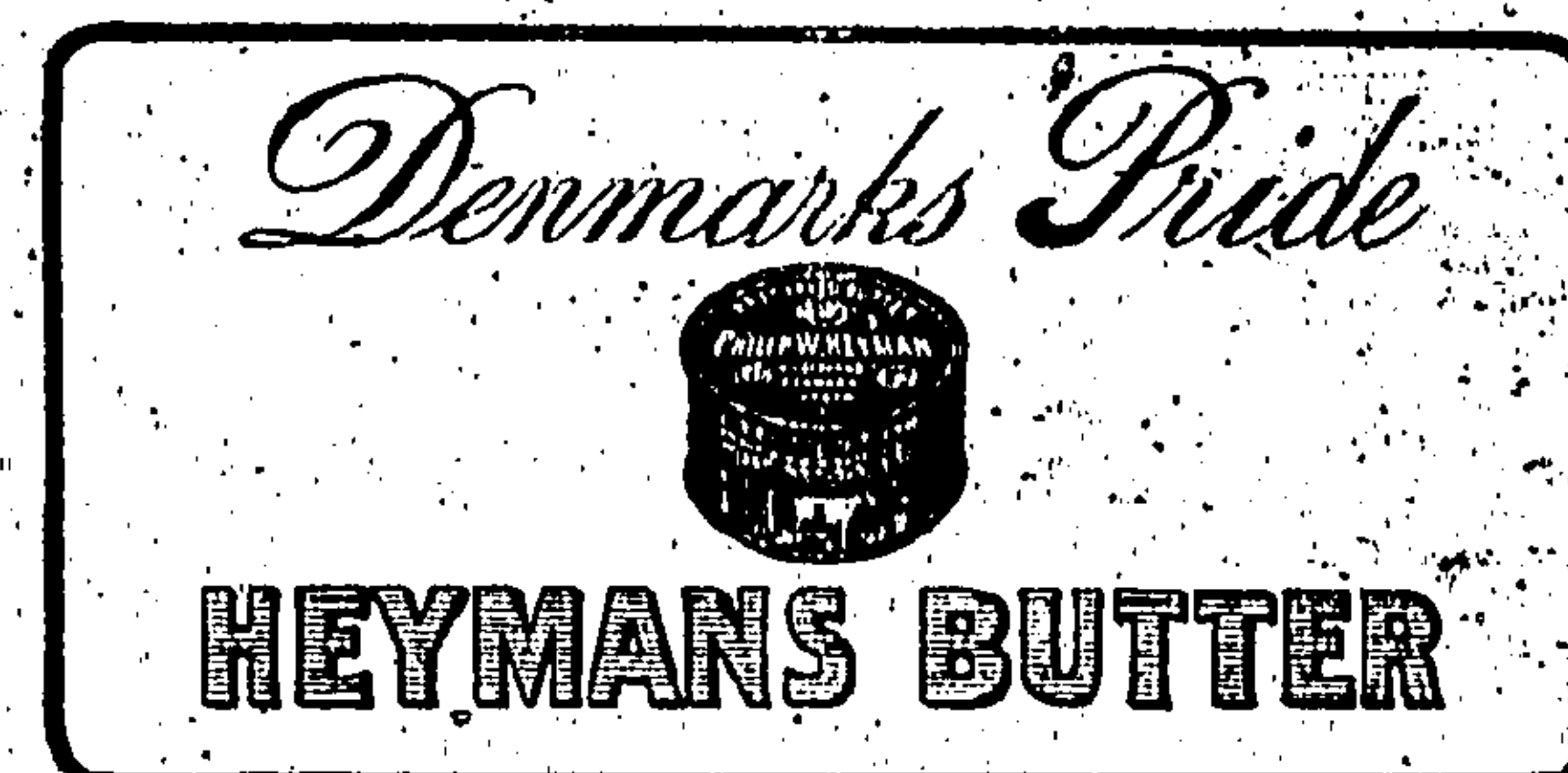
"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

SPECIAL BRANDS:

Pigtails, Vegueros Especiales, Regalia A. Lopez, Regalia G. Pereira, Favoritos A. Lopez, Favoritos A. Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETO & CO.,
AGENTS.

SIEMSEN & CO., Sole Agents.

49

REMINGTON
TYPEWRITERS
WITH ALL REQUISITES.

SIEMSEN & CO.,

Hongkong, 1st August, 1909.

SOLE AGENTS.

118

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask
ex Factory.In Bags of 50 lbs. net \$8.45 per Bag
ex Factory.SHEWAN TOMES & CO.,
General Managers.
Hongkong, 1st August, 1909.

MOTOR CARS

FOR HIRE.

THE ONLY GARAGE IN TOWN.

REGRET MOTOR BOATS

FOR HIRE.

ALWAYS AT BLAKE PIER.

You will NEVER if you
VISIT

MOHIDEEN &

THAHA,

in
D'AGUILAR STREET,the
NEW JEWELLERS

AND DEALERS

in
CEYLON PRECIOUS

STONES

or every description, and
other GEMS.

NEW BICYCLES

FOR HIRE and SALE.

GENERAL REPAIRERS

or

TYPEWRITERS, BICYCLES

and MOTORS.

DRAGON CYCLE DEPOT

23 and 25, Des Voeux Road.

Hongkong, 1st August, 1909.

(14)

The Hongkong Telegraph.

MAIL SUPPLEMENT.

(ESTABLISHED 1881.)

NEWSERIES No. 8113

號九初月正年二統宣

FRIDAY, FEBRUARY 18, 1910.

五拜禮

號八十月二英曆

Six PEE ANNUM.
SINGLE COPY 25 CENTS.

Advertisement.

HONGKONG GENERAL CHAMBER OF COMMERCE.

NOTICE.

FROM this date, and during the absence of Mr. E. A. M. WILLIAMS from the Colony, Mr. A. R. LOWE has been appointed ACTING SECRETARY to the Chamber.
EDBERT A. HEWETT,
Chairman.
Hongkong, 14th February 1910.

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BIRTHS.

On February 4, 1910, at Shanghai, the wife of J. T. Wynard Brooke, of a son.
On February 7, 1910, at Shanghai, to the wife of Charles L. B. Yates, a son.
On February 9, 1910, at Shanghai, to Mr. and Mrs. J. Hammin, a daughter.

MARRIAGES.

On Saturday, February 5, 1910, at Shanghai, Peter Ludwig, youngest son of the late Carl Chr. Bojesen, Esq. D. M., of Copenhagen and Shanghai, to Mary, youngest daughter of the late Captain Samuel A. Lord, of Salem, Mass., U.S.A.

THOMPSON-MADDOCK.—On the 14th inst., at Canton, by the Rev. P. Jenkins, JACOB JEWETT THOMPSON, of the Canton-Kowloon Railway, elder son of the late Rev. Jacob Thompson, M.A., and LUCY, elder daughter of the late Charles Roebly Scott Maddock. [102]

DEATHS.

On February 9, 1910, at Shanghai, Rebecca Mary, the wife of H. W. Thwaites.
On February 10, 1910, at Shanghai, to the wife of Charles L. B. Yates, a son.
On February 11, 1910, at Shanghai, to Mr. and Mrs. J. Hammin, a daughter.

The Hongkong Telegraph.

MAIL SUPPLEMENT.

ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, FRIDAY, FEBRUARY 18, 1910.

PRINCE REGENT'S WARNING TO MEMORIALISTS.

(14th February.)

Among the features of reform promised by Prince Chun when he became Prince Regent of China was the careful consideration of all memorials presented to the throne and particularly those emanating from the humblest of the Emperor's subjects. It was declared that no grievance was too trivial for submission to the Imperial authorities and

none would be ignored, provided, of course, that all the memorials were sent through official channels. The effect of that edict was apparently to spur ambitious officials to Imperial recognition by the presentation of memorials on the slightest pretext, and if they could not find legitimate wrongs which should be righted they did not stand on ceremony but manufactured them. When we remember the fertility of the ordinary coolie's imagination, his amazing excuses and weird concoctions, we can arrive at some idea of the trouble which the Prince Regent was making for himself. He seems to have been inundated by memorials, and if he carried out his virtuous promise half his waking hours must have been passed in conning the contents of fantastical memorials. Every journalist can tell from experience what it is to go through wordy manuscripts which mean nothing in the end, but fortunately they are spared the task of taking a religious interest in all the petty domestic trials which afflict every Tom, Dick, and Harry, who can wield a pen. They can usually decide at a glance what will attract the passing notice of the general reader, but it is far otherwise with a state dignitary who is in honours bound to give attention to the flimsiest tales of woe. The humour of the situation, to those who are not compelled to run their eye over letters intended to benefit the writers, lies in the fact that it is the man without a grievance in the wide world who is the most persistent supplicant. And that being the case in ordinary conditions what must it be when the writer is a memorialist who hopes to gain the approbations of the throne for the conscientious manner in which he performs his duty? It is evident, now that the Prince Regent is beginning to regret, by a measure, the all-embracing character of his promise. While he may read with concern and attention those memorials which are based on the welfare of the state, he is distracted by those memorials, which are intended to serve do ostensible object, beyond bringing the writers to the notice of the throne. As the result of the want of discretion shown by the minor officials, the Prince Regent has now issued an edict which should give the petition-writers pause, for it states in plain language that those who memorialise the throne on subjects which are of no earthly interest to anybody are not merely wasting the time and patience of the Prince Regent but they are also obstructing the affairs of the state. The edict, which is comparatively short, begins: "Remembering that our ancestors in their great wisdom and benevolence always encouraged plain speaking and frank expression of opinion on public matters so that they might obtain advice in governing the country, we have since our ascension to the throne, in our anxiety to learn the principle of good government, never failed to consider and if possible adopt honest advice and recommendations which may be beneficial to our people. Even memorials presented to us by the people through officials having the right to memorialise us have always been carefully perused and considered." That is the preamble as it were, and simply reiterates the terms of the original edict which called upon the people to address themselves to the throne when they had genuine troubles to relate. The next sentence, however, brings us to the *raison d'être* of the present edict: "Lately although there is no lack of officials who fearlessly and faithfully advise us yet there are some who either memorialise us with a selfish purpose and without any regard for the public welfare or do nothing but waste their time in idleness which is quite contrary to our earnest desire." We have seen another translation of the last sentence, which makes the Prince Regent use stronger language than is conveyed in this quotation given. Instead of "selfish purpose" the idea is "personal ambition"—using the privilege of the memorial to advance their private interests. While the allegation that some of the officials waste their time in idleness may be interpreted as scribbling nonsense for the sake of notoriety. The edict proceeds to hint at the punishment which will befall those who continue their malpractices. It says: "After the issue of this decree we will forgive the past but will be very severe with regard to the future. We will not only at once act upon the proper and practical advice with reference to the state or the people, of the officials whose duty it is to advise us and those with the right to memorialise us on behalf of others but will reward them. But on the other hand we will severely punish any such official who dares to commit the same offences as before. This is to show our anxiety for honest advice and for improving the administration of the country." After that plain hint of what may happen we assume there will be a notable falling off in the number of petitions and memorials sent to Peking. And we venture to say that no ill will result; on the contrary it is probable that there will be fewer causes for discontent. For it is a well known fact that if it is dinned into the ears of the masses day after day, in season and out of season, that they are badly abused people, that their grievances are mountains high, that the burden of their tribulations has reached breaking strain, that they are down-trodden helms and so forth, they come to believe in time that they are actually the victims of malignant spirits who can only be exorcised by the intervention of the state. The Prince Regent will probably find that he was thoroughly justified in issuing this edict and that if he had delayed its appearance worse troubles than the reading of absurd futilities and supplicatory offences would have resulted.

THE CEMENT INDUSTRY.

(14th February.)

As a staple industry of the Colony, where in a large reproductive capital has been sunk, the course of trade in this indispensable commodity to builders and constructors always commands attention not only from those having interest in one of the leading industrial establishments across the harbour but also from those whose fortunes are bound up with the prosperity of the Colony. The *Cement Age* has an article tracing the rise and decline in this trade in America which will be perused with interest locally. From the standpoint of the consumer cement has never been so cheap and of such good quality, which is much to his liking. When it comes to actual figures, the production in 1908 was over 51,000,000 barrels, valued at approximately \$4,400,000 (gold); whereas during the preceding year the production was 49,000,000 barrels, valued at \$4,000,000. This increase of about 2,000,000 barrels in production and decrease of about \$10,000,000 in valuation was in the nature of a report from the industrial clearing house such as the manufacturer had never encountered before. Imports of foreign cement have declined to less than 500,000 barrels. While the total imports for consumption of all kinds of cement has been given as 842,121 barrels for 1906, recent statistics show that the eight months ending August, 1909, only 224,726 barrels were imported. It is estimated that 95 per cent of this was Portland-cement. The exports for the latter period amounted to 650,424 barrels. It is rather interesting to note the rise and decline in imports of cement from the time it was first brought to the United States in noticeable quantities. For example, 92,000 barrels were imported in 1878. From that year importations increased rapidly until high water mark was reached in 1895, when 2,997,395 barrels were imported. The figures thereafter show remarkable fluctuation, declining to 930,330 barrels in 1901, and rebounding to 2,273,493 barrels in 1906 and 2,033,438 in 1907. From this last large figure they dropped to 842,121 barrels in 1908. Statistics from the Hok On factory are not available, but if the present market value of shares in the Green Island Cement Co. can be accepted as any indication, the local industry has suffered a slight set-back from the high-water mark to which it attained three years ago. Shareholders may, however, derive consolation that the Hongkong industry is not the only one to feel the ebbing of the tide, as evidenced in the summary quoted from our American contemporary, and that the trade is quite as susceptible of a return to prosperity is also shown by the figures given in the *Cement Age*.

THE OPIUM TRADE.

The difficulty experienced in forming an accurate estimate of the progress made in the suppression of the opium trade, to which attention was called in a recent White Book containing a report on the subject from the Councillor of the British Legation in Peking, receives further exemplification to-day, says the *N. C. D. News*, which, in a leader, of the 8th inst., observed as follows:—Yesterday we published a telegram from a correspondent at Chungking who was able to state, on the authority of missionaries who had made a personal investigation of the province, that the cultivation of opium in Szechuan had almost completely ceased. This happy condition, however, would not seem to apply to the adjoining province of Kueichou, if we may judge from the report of one who has lived in that province for many years and has been in a position to form an able opinion. There are attempts made from time to time by the officials to enforce the Government prohibition against the cultivation of the poppy have been very largely frustrated by the opposition of the people, who have resisted in a most determined manner the soldiers sent to destroy the plant. At the present time there are stated to be hundreds of acres of poppy growing in the province, and our experienced informant is convinced that months, possibly years, must elapse, and disturbances must be provoked before the growth of the poppy can be stopped altogether in Kueichou. As one of the poorer provinces of the Empire, it may well be that, under the present system of national finance, Kueichou can see no substitute for the poppy to enable her to pay her way. The contradictory nature of reports from neighbouring provinces indicate the necessity of a uniform investigation of existing conditions carried out by capable officials acting under the instructions of the British Government.

FOOLING THEIR NESS.

(15th February.)

We had thought that the anecdote of the American press published on the Pacific slope against the admittance of Chinese had practically died a natural death owing to inanity. It is so long since reference has been made to the Chinese Exclusion Act that an outsider might be pardoned for thinking that this question had been dropped on the principle that it is best to let sleeping dogs lie. But there is evidence to show that at San Francisco the Chinese worker must be prevented from landing god's country. We do not grudge the people of America the right of declaring who shall and who shall not be admitted to the privileges which residence in the United States confers, but we do not think that the Chinese Exclusion Act is a fair and reasonable measure.

to proclaim his antipathy towards the people of an Empire which he is trying to the utmost of his ability to conciliate. It is not as a rule considered good business to tell a prospective customer that his room is preferred to his company just at the very moment that you are seeking to win your way into his good graces. And that is exactly what the American press is doing at the present time. In China, the American consuls are working overtime to pluck before their countrymen the vast opportunities which China offers them for the disposal of their surplus goods. The American Minister is charged with the duty of advancing the commercial interests of his country, and trade journals are daily representing the wide field of enterprise which is open to men of foresight and energy. Yet while all this is being done for the benefit of the trade and commerce of America, certain journals consider it necessary to revive the old quarrel about the exclusion of Chinese and thereby undermine and vitiate all the valuable work rendered by the conscientious officials who represent American interests in China. It is enough to make a camel weep, to see how men can be so blind to the facts of the situation, and so lost to the lessons of history as to fancy that the Chinese are fools, so sunk in the mire of ignorance and sloth as to kiss the hand which chastises them. The Chinese may not be given to exuberant exhibitions of verbal dialectics, but they have one characteristic which is common to the whole nation—their heads are screwed on the right way, and they can see through a brick wall as well as the next man. Because an occasional Chinaman has the gift of the gab like Wu Ting-fang and has kissed the blarney stone in common with every good Irishman, that is not to say the silence of his compatriots should be interpreted as proof of their poverty of ideas. Rather the reverse. Where Wu Ting-fang shines in his adaptation of Talleyrand's epigram to his own use—Words were given to conceal our thoughts. And so when the press of San Francisco mounts the high horse and issues frothy illuminations and make promiscuous charges and attacks on the patient enemy they are doing the greatest possible disservice to their clientele imaginable. The San Francisco *Chronicle* is the latest victim of that sorry mind which believes in stirring up the mud. It seems that a lady has written a book about China and the Chinese and the New York *Evening Post*, one of the brightest ornaments of daily journalism in America, whose opinions are quoted and weighed when the lubrications of all the yellow streaks on the continent are thrust aside, had thus to say about the work: "Here is set forth the whole long story of political chicanery, abuse, fraud, misrepresentation, coercion, illegality, and indecency in which the record of the treatment of the Chinese in this country is enshrined. In the evident willingness, and at times the purpose, to pass laws difficult of enforcement because intricate or obscure, and at the same time deliberately repugnant to treaty obligations and the common rights of individuals at law. * * * to browbeat witnesses, attorneys, and friends, confine and deport immigrants without warrant or trial, and subject innocent persons to indignity and hardship without possibility of mitigation or redress; to mob, drive out, or kill offensive persons lawfully resident in the country and not even suspected of any crime; * * * the story of the Chinese in the United States recalls nothing so much as the Dreyfus case. Substitute for the Government and a corrupt officialdom in France a venal labour vote and corrupt immigration service in this country, and add in each case the bitter element of race hatred, and the historical parallel is singularly complete." That is strong language certainly and it rouses the temper of the *Chronicle* which characterises the book "as a gross libel on an entire community and has been prudently suppressed by the publishers, who are presumably ashamed of it, as they should be. But it is accepted by such journals as the *Evening Post* as the truth instead of a lie, because it is in the line of what they wish to believe." If the *Chronicle* stopped there, there might be no great harm done, but it was only preparing for the main attack when these innocuous lines were penned. Having taken a deep and long breath the business-man's paper of San Francisco, which is what the *Chronicle* fancies itself to be now and then, proceeds to play the Chinese in this fashion: "The people of the Pacific Coast object to the intrusion of Oriental labour, because they do not desire the presence of a servile class, and because we have vices enough of our own without being cursed with the vices, far more degrading than our own, imported from Asia. We object to having in our midst a criminal class which openly carries on such saturnalities of murder as are now in progress in Chinatown in this city, and which cannot be dealt with by law, because no Chinese of the class which would be witnesses of these murders can be believed under any form of oath. The enforcement of the Chinese exclusion act is as humane as Chinese themselves permit it to be, and such rigidity as there is or has been is due solely to the fact that in the art of lying, swindling and bribery the Orientals apparently excel all other human beings. As for the maltreatment of Chinese by hoodlums, there was never much of it and it was dealt with as sternly as we deal with other forms of hoodlumism. The cities and country districts of the Eastern states are as badly infested with hoodlums as corresponding districts of the Pacific Coast, and in our worst excesses our most criminal hoodlums never burned Chinese labourers, or even highbrow, alive, or took them from jail and hanged them. It is not unusual for negroes to be burned or hanged in regard to the Eastern States

Southern states. The less heard about 'race hatred' from that quarter the better." We maintain that there is not a single sentence in the outburst of vilification which will bear the scrutiny of analysis of any fair-minded men, whether he be an American or a European. It is a tissue of unverified statements and unproved assertions which we venture to think will fool nobody but those who are past the stage of intelligent reasoning. We leave it at that, but we wonder what sort of patriots the ready-writers of the San Francisco *Chronicle* make themselves out to be when they have the spare time to spend a thought on the subject?

PENSIONS FOR EVERYBODY.

(16th February.)

When the Old Age Pensions scheme was introduced in the House of Commons there were not wanting detractors who declared that the Government were pandering to the worthless element in the community. It was said that by passing this Bill they were discouraging thrift, weakening initiative and undermining that sturdy spirit of independence which is the Britisher's boast. Although the pensions could only be claimed by persons who had reached 70 years and who had private means which would increase their income beyond the meagre five shillings a week, the argument was presented that this Bill inserted the thin end of the wedge and at no distant period the age-limit would be reduced and we should see able-bodied men—and women—cragging on the good nature of the nation. Not even the objects of the scheme, however, denied the excellence of the principle. Defeated on the point that Old Age Pensions put a premium on early profligacy, they advanced the suggestion that the Government could not find the money to provide the pensions. That argument was promptly shelved when it was pointed out that if the nation could find eleven millions to build super-Dreadnoughts it was surely in a position to assist the genuine poor who had passed the allotted span of three score years and ten. And the Tories recognised that if they continued their sly digs and jealous sneers at the pension scheme their chance of being returned to Parliament was hopeless. Indeed, at one time it almost seemed as if the Tories were to claim the entire credit of having given these Old Age Pensions to the poor, but that suggestion was too obvious a party concoction to focus even the most ignorant beneficiary of a dual dole. Now that the whole country has accepted the policy of Old Age Pensions and the virtue of the scheme has become apparent, a new proposal with the same object but on different lines has been put forward, whereby it will be possible to qualify for a pension at the age of 55 and that without materially adding to the cost of the original scheme. It is based on the idea that the people of the country, the workers who find it hard enough to make ends meet far less to lay up treasure, should, according to their wages, contribute a moiety towards a fund raised by the Government for the benefit of the contributor, while employers should add a portion to whatever sum was deposited by the employee and the Government would double every sum paid in up to £10. The new scheme has been propounded by Sir John Piltor, an Englishman resident for many years in Paris, where he has been repeatedly chairman of the British Chamber of Commerce, and it has secured the endorsement of a number of statesmen, financiers and business men who are not at all likely to support a proposal which is not thoroughly sound. The proposition was first submitted at a luncheon given by Mr. Henniker Heaton at the House of Commons in July last and copies of the Contributory Scheme for Old Age Pensions were distributed by Sir John Piltor. One of these copies fell into the able hands of the Editor of the *Singapore Free Press* and we have no diffidence in quoting it: Before doing so, however, it may be explained that a Bill has been laid on the table of the House of Commons embodying Sir John Piltor's ideas, and the document is backed by the names of an influential and non-partisan committee. The Bill is now in print and what may be termed its "objects and reasons" are to the following effect: The present Old Age Pension Act provides a five-shilling pension to persons over the age of seventy years, under certain restrictions. To extend and complete the above Act a bill has been laid on the table of the House of Commons, backed jointly by Conservative and Liberal members. The provisions of the scheme are thus detailed:—(1) That every boy and girl, on attaining the age of fifteen years, shall receive a Pension Book of the value of £30 to form part of the capital which, at the age of fifty-five, shall produce his or her pension. (2) That a further sum of £30 shall be added to the pension capital as an encouragement for betterment in education, technical knowledge, and good citizenship. (3) That all Military and Naval service accomplished shall be acknowledged, and £5 added to the pension capital for each year's service. (4) That married women shall have their pension accounts credited with £5 for each of their children attaining the age of five years. (5) That every act of heroism and every record to the advantage of the individual be recorded in the Pension Book. The pension, put within the reach of every one, exceeds eight shillings a week from the age of fifty-five and sixteen shillings a week from the age of sixty-five. In elucidating the point which moved Sir John Piltor to the conception of the scheme our contemporary gives a statement of the founder's views. Sir John explained to his friends "the institution of Old Age Pensions are really one of those opportunities that

occur in the history of a nation for conferring great benefits—not only on the poorer members of the community, but also on the great masses of the people." It seemed to him that quite apart from the ultimate object, the pension for the even tide of life, the possibilities of the proposal were enormous, that it could be so framed as to influence the whole of the individual and that the immediate results, the by-products, so to speak, of the scheme could even exceed in importance the Old Age Pension itself. That the State should contribute to any such scheme has always been admitted, and it seemed to the author of the scheme that State contributions should be given in such a form as—(1) to introduce an element of security for the present and hope for the future that did not exist before in a large number of British homes, (2) to raise the standard of British labour and put it on a footing which, whilst earning higher wages, would allow British manufacturers to compete more effectively on the markets of the world and (3), to stimulate the patriotic feelings of the people. While Sir John Piltor was careful to point out that in no way did his scheme clash with the existing Government scheme which dealt only with a section of the "aged poor of the present day," but that, on the contrary, it dealt with the "young people of the present day." It gave them a fair start in life, helped and encouraged them, and enabled them so to provide for themselves that they might never require any other help during their lifetime. The scheme might be described as "the institution of a special state annuity department of the Post Office, allowing people to insure for themselves annuities varying in amount, so the maximum of £22 per annum after they reach the age of 55, and £44 per annum from the age of 65. Amongst the reasons in favour of this scheme some may be selected for mention. Whilst the number of people benefited by the Government Old Age pensions amounted to 700,000 there would be twenty-six million persons over the age of fifteen who would benefit by this scheme when in full operation. The benefits would be continuous and cumulative, and not limited to old age. The number of boys and girls who annually reach the age of fifteen number about 882,000 and all of these would be given an equal and a fair start in life. Each would receive publicly a Government bond of the value of £30, as at age of fifty-five. It would be a constant education in citizenship and a stimulus to duty. The Pension Book would be the life companion of the individual and a record of honourable work and achievement. It would contain nothing against the owner, and everything in his favour. It would be a daily inducement to thrift, diligence and enterprise. With regard to the question of finance, Sir John is reported to have said, the theory that every person pays a shilling a week from 15 to 55 years of age, and also takes the full benefit of the scheme, that would cost £5,414,666 per annum from the day it is put to work. That sum, say £5,000,000, would be borrowed by Government annually, and entrusted to a Board of Trustees who would invest it in trustee stocks, allowing the interest to accumulate during the forty years it would take the annuitants to mature. Without going into further particulars it may be said that in the forthright and ensuing years the cost to the Budget would amount to the sum of £12,000,000 on the assumption that every man and woman, rich and poor, in the United Kingdom earned a pension from age 55 of £17.10, and from age 65 of £35. It is affirmed that the cost to the present generation would be very small: that even when the pension becomes payable it would be relatively small, and that the cost would be incomparably smaller than that of any non-contributory scheme. We need not go deeper into the scheme, but it must be evident from the explanation of its working that we are on the verge of a social revolution in the United Kingdom. We do not quite understand how it will affect the passing generation, but it must be assumed that they will not be overlooked. At all events the scheme provides abundant food for thought.

CHINESE PARLIAMENTARY AMBITIONS.

(17th February.)

Has the general election in the United Kingdom provided any object lessons for those who are clamouring for constitutional government in China? At this distance from the scene of the conflict we have observed how the political parties have sought to raise the passions of the people by the circulation of half-truths, how on the one hand they have been promised all manner of benefits when the dukes and the great landowners are compelled to contribute their due quota to the taxes of the country and how, on the other, the disease of unemployment is to be swept away, food stuffs are to be cheaper, the foreigner is to be mulcted of his wealth, and Great Britain is to become a sort of anteroom to paradise. We have seen leaders of great parties fling their "frigid and calculated lies" at each other, while the rank and file have descended to depths of vulgarity unknown in the days of Gladstone, Salisbury and Disraeli. And during the month following the dissolution of Parliament the country has been torn with internecine strife, trade has been practically at a standstill, and people have gone about in a mist of verbiage till their addled brains refused to carry the conflict any further. And this has all occurred in a country where representative institutions were established before the present generation was dreamt of. What are things to be like in China when a national parliament is established in Peking? Already the provinces have reached that stage in the demand for constitutional government when the

Imperial authorities must bend to the will of the people's representatives—that is to say those who claim to represent the commercial classes, the farmers, and what may for want of a better word be termed the proletariat. The demand has been made that a parliament should be convened in 1911. What sort of a parliament can be got together in that short period of time. As a very acute writer in the *Mercury* says: "To demand in a country of several hundred million inhabitants, of whom not more than one in a thousand knows the difference between a parliament and a portmanteau, that a parliament worthy of the name shall be called for a year hence is but to declare that those who make the demand are utterly impracticable and too hot-headed to be regarded as being in any sense a valuable political asset. In European countries where all the machinery for an election is to be found ready to hand an election cannot be carried through in this off-hand way. The register of electors has to be prepared, and this takes place some months in advance and is in itself a long business even though under present circumstances it is merely a revision each year and not the preparation of a completely new list. It sometimes seems as if an election could take place at very short notice. But that is because the preparations have been made long beforehand. In a vast country like China it would be impossible to prepare for a first election in twelve months." But first we want to know what powers will be conferred on this representative assembly. Will it be in a position to initiate reforms and carry them into effect in opposition to the will of the Grand Council and the Prince Regent? We may assume that it will have no control over the finances of the Empire, and without the power of dipping into the money bags it must be practically helpless. The present situation in Great Britain has arisen owing to the efforts of the peers to interfere in financial matters, an attitude for which not the slightest right can be claimed or authority adduced. It is the power of granting or withholding supplies which is the supreme lever in the hands of the taxpayers to check extravagance and compel obedience to the popular will. As has been said: "A parliament without control of funds is more than a despotism, for it is a continuous source of ill-feeling, chagrin and disappointment." Even in the Crown Colonies the unofficial members of the Legislative Councils are supposed to have a commanding voice in the raising of revenue and its disposal. The principle that those who pay the piper are entitled to call the tune is part and parcel of the British Constitution. Even if the idea is reduced to an absurdity in the Crown Colonies it is nevertheless, and all the forms and processes are duly observed in the debates on the Budget and the Estimates. In fact, these debates constitute the religious rites of the Legislative Councils and are performed with as much solemnity and unction as if the devotees really believed in the efficacy of their prayers to the governing body. Well, then, if the parliament in China has no control of the exchequer how are they to enforce their demands for reform? As the matter stands, at present we cannot see how such a parliament as that proposed can be other than an elaborate and exaggerated debating-society—a safety valve for the use of explosive demagogues, but nothing more. We do not go so far as our Shanghai contemporary, however, which says that "China does not need a parliament for a generation yet. Before she adds to the already innumerable possibilities of corruption that of a parliament elected by nobody knows whom it would behoove China to rid herself of many of the burdens she already bears. We do not say that a parliament would not be a good thing for China, but we know that if it meets in the present temper of the people it will give rise to hopes that are sure to be blighted." In our view, the high-sounding name of "parliament" should be substituted by that of "advisory council" until China has been led to realise the functions of a national governing body. There are plenty of questions which we should fancy the Imperial authorities would be only too willing to refer to such a council for their consideration and advice. The *Mercury* submits a list which might be increased indefinitely: "The Hupeh men refuse to be quieted in the matter of the railway loans, there is evidently considerable unrest in Tibet, Shantung has asked for remission of taxes on account of failure of the wheat crop and that is an ominous sign, the Vice-President of the Board of Communications has reported adversely on all Chinese built railways and that probably is only the beginning of a renewal of the pull-devil-pull-baker episodes between Peking and the Provinces." At the same time China cannot make up her mind whether she will acquiesce gracefully, fully or not in the neutralization of Manchuria's railways, if ever such a thing comes to pass, the question of the central railways loan is still unsettled, as is that of the Chipechow-Tsitsihar railway. The people are complaining of the burden of taxation and yet the Government is egging the country on to an effort to provide eight times the amount it at present feels to be a burden. And so on the story goes, world without end. Our contemporary looks upon the gloomy side and sees in the atmosphere signs similar to those which preceded the Boxer troubles. But that is carrying pessimism a trifle too far along the road to destruction. It cannot be doubted that China will get a parliament of sorts; what is wanted is the man to navigate it over the shoals of provincial antagonism, a combination of Warwick, Cromwell and Pitt. No such leader appears on the horizon, but it would be monstrous to suggest that in a population of 400 millions there is no outstanding figure who is only waiting the call to buckle on the armour of hope and guide the nation to its source of regeneration.

A YEAR'S SHIPBUILDING.

The annual summary of shipbuilding at Hong Kong for the year 1909 has reached us from Lloyd's surveyor in Hong Kong, Mr. John Lambert. The summary only includes particulars of vessels of 100 tons and upwards, and takes into account only vessels that were launched last year, whether they were completed during the year, or are still under construction. The summary is divided into two main sections, viz., United Kingdom, and Colonies and Foreign Countries. Under the former category it is learnt that during 1909, exclusive of war ships, 528 vessels of 99,000 tons gross (viz., 405 steamers of 97,799 tons and 123 sailing vessels of 12,201 tons) have been launched in the United Kingdom. The war ships launched at both Government and private yards amount to 45 of 126,230 tons displacement. The total output of the United Kingdom for the year has therefore, been 573 vessels of 1,124,206 tons. The output of merchant tonnage in the United Kingdom during 1909 shows an increase of 61,397 tons on that of last year. It is, however, the lowest total recorded by the Society for twelve years with the exception of 1908. As regards war vessels the total for 1909 is 45,000 tons, as against 47,000 tons in 1908. The tonnage launched has been built of steel, and over 98 per cent. is composed of iron tonnage. The amount of tonnage launched for abroad during the year under review was 227,845 tons, forming 24.2 per cent. of the total output, as compared with 40 per cent. in 1908, 34 per cent. in 1907, 20 per cent. in 1906, 21 per cent. in 1905, 18 per cent. in 1904, 13 per cent. in 1903 and 1902, and 21 per cent. in 1901 and 1900. As in 1908, the British Colonies have provided the largest amount of work for the shipbuilders of the United Kingdom, viz., 75 vessels of 60,027 tons (100 per cent. of the total output) abroad, occupies the second position, with 26,639 tons, being followed by Norway (19,173 tons), Belgium (18,775 tons), Brazil (17,854 tons), and Sweden (17,219 tons). The number of large steamers launched in the United Kingdom during 1909 has been less than during any of the previous four years. During the years, 1893-5, on an average, ten vessels of 6,000 tons and upwards were launched per annum in the United Kingdom; in the following four years, 1897-1900, the average rose to 31, at which figure it stood for the four years 1901-4, and at 30 for the four years 1905-8. During 1909, only 13 such vessels were launched. Of vessels of 10,000 tons and upwards, only three were launched during the four years 1897-1900; 27 were launched during the four years 1901-4, and a similar number during the four years 1905-8. During 1909, six vessels of 10,000 tons and above were launched, the names of which are as follows:

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.
DISTURBANCE IN CANTON.
CONFLICT BETWEEN SOLDIERS AND POLICE.

[From Our Own Correspondent.]

Shameen, 11th February, 5.50 p.m.

There has been trouble in the City between Chinese soldiers and the police.

The gates have been closed. Martial law has been proclaimed.

JAPANESE DIET.

NEW BILLS.

[By Arrangement.]

Tokio, 12th February.

The Government, finding the opposition of the Seiyukai Party very considerable, had recourse to a private exchange of opinion among its leaders, and has arrived at a compromise.

The Government Bills are to be supported with but slight amendments, with the exception of the Income Tax Bill, which the Government will withdraw.

The Ari Mountain Enterprise Bill and the Commercial Commissioners Bill will also be accepted.

The Government have re-introduced a revised Fishery Law, the revision having for its object the stimulating of Japanese fishing enterprise.

THE JAPANESE BUDGET.

PASSED THE LOWER HOUSE.

[By Arrangement.]

Tokio, 13th February.

Saturday's meeting of the Lower House was the centre of public attention, as it discussed and decided upon several important Bills.

The Revised Tax System Bill and the Budget for 1910 were adopted with slight amendments.

The Bill for renewing the Textile Tax and the Bill for putting a stop to a Communication Tax have been withdrawn by the Government.

The Bill to abolish the Salt Monopoly was rejected.

The above result is the outcome of the recent compromise arrived at between the Government and the Seiyukai leaders.

RUSSIA AND TIBET.

THE DALAI LAMA.

[By courtesy of the "Sheung Po."]

Peking, 17th February.

Russia despatched a special envoy to escort the Dalai Lama back to Tibet.

The Buddhist Pontiff received the envoy most cordially.

CONSTITUTIONAL GOVERNMENT.

PROVINCIAL DELEGATES.

[By courtesy of the "Sheung Po."]

Peking, 17th February.

The Provincial delegates have decided to make another attempt to secure the shortening of the period for the granting of Constitutional Government.

If the attempt should prove unsuccessful they are determined to try again, as they have no desire to return home without accomplishing the object of their mission.

THE CANTON RIOTS.

CENTRAL GOVERNMENT ALARMED.

[By courtesy of the "Sheung Po."]

Peking, 17th February.

When the Central Government first learnt of the recent disturbances in Canton, the high authorities became somewhat alarmed and were on the point of telegraphing to the neighbouring Provinces to despatch troops.

Their fears were, however, allayed when they received a subsequent telegram from the Viceroy of Canton reporting that everything was quiet.

TUNG-KUAN-SHAN MINES.

ALLEGED SETTLEMENT OF BRITISH CLAIM.

[By courtesy of the "Sheung Po."]

Peking, 17th February.

The Waiwupu has agreed to pay a compensation of £52,000 in settlement of the Tungkuanshan mining claim.

The British Minister has also agreed to accept the same.

[This report must be accepted with reserve, as John Lister Kaye's claim for the value of the concession and ores in sight amounted to over £800,000.—ED., H.K.T.]

NAVAL COLLEGE.

PRINCE SHUN'S PROJECT.

[By courtesy of the "Sheung Po."]

Peking, 17th February.

Prince Shun, the Naval Commissioner, proposes to make a tour of Japan. After his return it is his intention, first, to establish Naval training colleges, and later naval stations.

STAMPING OF NEWSPAPERS.

A RETROGRADE PROPOSAL.

[By courtesy of the "Sheung Po."]

Peking, 17th February.

Certain Viceroy and Governors have advocated the stamping of newspapers as printed matter.

The Ministry of Finance does not acquiesce in the proposal on the ground that newspapers help to enlighten the people. Moreover, postage should be reduced on the transmission of newspapers; on no account should a stamp duty be levied.

LAI HUNG-TZE.

ON SICK LEAVE.

[By courtesy of the "Sheung Po."]

Peking, 17th February.

Tai Hung-tze is suffering from an affection of the kidney and has been on sick leave for many days.

TUAN FANG.

REINSTATEMENT PLEADED.

[By courtesy of the "Sheung Po."]

Peking, 17th February.

Prince Shun has interceded for Tuan Fang and appoint him as one of the Commissioners of the Navy Board.

Serious Riots at Canton.

REVOLT OF GOVERNMENT TROOPS.

FOREIGNERS REFUGING AT SHAMEN.

[From an Occasional Correspondent.]

Shameen, 11th February.

Through being unable to satisfy the wishes of a common soldier in making a wooden block according to his liking, a Chinese engraver's shop got into trouble and the workman received a severe thrashing from his soldier customer on Chinese New Year's Eve. Fokis in the neighbouring shops, witnessing the occurrence and being dissatisfied with the mode of settlement, appealed to the Police (Chun Kang) for their assistance and the arrest of the soldier. A policeman after investigating the report, arrested the offending soldier and a fight between the two took place. Just at that time a group of soldiers belonging to the same company happened to pass by. They rescued their comrade, and left the policeman lying dead on the street. Not satisfied with what they had done, the soldiers later attacked the police station and had the building demolished. The chief of the police, on being acquainted with the facts of the case, reported the matter to the Viceroy, who immediately summoned the officer commanding the troops and demanded from him the appearance of all the soldiers concerned in the disgraceful affair at his Yamen to be beheaded in his presence. It is said that the troops belonged to the Viceroy's newly formed regiment with headquarters at the Government Mint and the Five-Storeyed Pagoda. This regiment is composed of men from Kwangsi, Hakka, and Punia, and southern Chinese; they were recently recruited and are a well drilled body of men armed with modern weapons and said to be very brave.

The Officer Commanding, after receiving the Viceroy's order, summoned all the Officers and men and transmitted the Viceroy's command to those present. Many officers and men were at different stations at the time and some were off duty. The reply he received from those present, who were more or less excited over the trouble of the previous evening, was that they all unanimously refused to recognise the Viceroy's authority over them and then there disintegrated the regiment and returned their uniforms; they, however, retained their arms and ammunition. The Commanding Officer had their reply conveyed to the Viceroy who immediately notified the Tatar General of the occurrence. As the Commanding Officer could not in any way bring the men to their senses and as according to Chinese law he would be held responsible and severely punished, he committed suicide. The mutineers not only armed themselves, but killed a superior officer also, for refusing to allow them to take away cartridges and fire arms, and started out in their wild errand of demolishing the police stations and firing on the police, killing over thirty. It is also reported that the Viceroy, alarmed at the turn of events, left the palace in woman's attire and fled to the Tatar General's Yamen for shelter. Fearing an invasion by the disbanded soldiers, the Viceroy ordered all the city gates to be closed instantly and sought the assistance of Admiral Li Chun, who, at once despatched wireless messages ordering the return to Canton waters of all the gunboats.

A French missionary who happened to be near the headquarters had to leave his station under great risk, and gained a small native craft which brought him to safety to Shameen. He heard shots being fired by the rioters and saw a great number of the revolting soldiers making use of firearms. Lengthy communications have been wired to Peking by the Viceroy and other officials. The gentry on learning what had happened and fearing an uprising also wired to Peking blaming the Viceroy for having been the cause of all this trouble.

The city gates are still closed and the inhabitants are terror-stricken. The regiment are men drilled by Japanese. Officers and it is officially reported that those stationed here number about 7,000. This morning about 4,000 men surrendered their arms, but the remaining are well armed and are prepared to fight. The rowdy element, availing themselves of the opportunity demolished a police station just opposite the New Canton Theatre, in Cheong Nin Street, and side the city walls at 6 a.m. today saying that the police killed a child. The mob numbered over 400, and the police to disperse them had to make use of their firearms, killing three. Probably there may be some dissatisfied soldiers mixed up in the crowd, though they cannot be recognised as they have already discarded their uniforms. They subsequently returned to the police station and set fire to the building, by igniting four tins of kerosene oil which they had bought for that purpose.

The City gates continued closed to-day, being opened only at intervals, for the convenience of some business people. The prefect of Kwong Chow issued a proclamation this morning informing the inhabitants that Admiral Li Chun with 5,000 men succeeded in killing over one hundred of the soldiers at an encounter near the latter's headquarters and finally succeeded in driving them over the White Cloud Mountain.

From yesterday the walled City has been under the charge of the Tatar General whose soldiers kept watch at all the gates and patrolled the streets. Admiral Li Chun taking charge of the outside city and thousands of his men patrolled the streets and closed up the outside gates at 7 p.m. He stationed some 3,000 men near the White Cloud Mountain to stop the rioting soldiers from returning and to be ready for any emergency.

The Viceroy this morning notified the British Consul-General that he could not guarantee protection to foreigners in the vicinity of the disturbance and the Consul at once requested all those outside Shameen to return to the Settlement. At about 5 p.m. launches and boats brought to Shameen missionaries and their families and all the employees of the Canton-Kowloon Railway stationed at and near Tung Shan, the new office and residence of the Canton-Kowloon Railway staff. It was by means of the wireless telegraph installation that Admiral Li Chun succeeded in getting all the gunboats and men to return to Canton instantly to co-operate in putting down the abortive rising.

SOLDIERS AND POLICE IN CONFLICT.

[From Our Own Correspondent.]

Canton, 11th February, 1910.

(Delayed transmission.)

On China New Year's Eve, a newly recruited soldier ordered some cake from a native printer at Sheng Moon Tai street inside the city, for which the printer asked 30 cents. The soldier refused to pay 50 cents but offered 25 cent instead. At the time of this dispute between the soldier and the printer, a policeman went up to the men and attempted to settle the matter, but the soldier would not agree and got annoyed with the policeman for his interference. After an exchange of words between the soldier and the policeman, they came to blows. During the occurrence, friends of the disputants were called and the scene came to blows in the end, one policeman was killed and several others wounded. Matters then became serious but as it was growing dark the fighters were dispersed, and no one thought of a recurrence of the trouble. However, early the next morning, the soldiers in large numbers proceeded into the city from Intong, with the object of avenging themselves on the police. They accordingly attacked every policeman they met in the streets. The police were also summoned to fight the soldiers but the latter were reinforced in large numbers. They then became bold and commenced attacking every police station. The authorities at once gave orders to close the city gate and Admiral Li Chun was sent for to come up to Canton with his men from the Doga Tigris forts to restore order. Admiral Li tried to persuade the soldiers to give up their arms, but they refused to comply, so the officials and the people were for a time in a state of alarm. In order to prevent the troops rushing into the city, the gates, which were closed since New Year's day, have not yet been opened. No serious consequences are anticipated.

With reference to the disturbance between the soldiers and the police in the city of Canton, matters assumed a threatening aspect in the latter part of yesterday. A fight took place in the East Pandé Ground between the two parties and several lives were reported lost on both sides, so some people residing in the neighbourhood of the ground have removed therefrom. The city gates are still unopened. Large numbers of soldiers from all stations in Canton and in the vicinity have been ordered to Canton and were placed in all the principal streets of the city to provide against any emergency. The Shamien guards were also ordered to be ready to protect the residents in Shamien from any unexpected trouble. All Government gunboats and the four shallow draft cruisers are also ready in Canton Harbour. Though things look ugly at present inside the city, everything remains quiet as usual in the suburbs of Canton and Intong, and some people even appear to have heard nothing of the occurrence. It is expected that the disturbance will be suppressed before the appearance of the large number of soldiers, who now provide a strong guard within the city.

SUMMARY DECAPITATION.

[From Our Own Correspondent.]

Canton, 14th February.

With reference to the disturbance between the newly-trained troops and the police, the same of affairs in the city of Canton is still uncertain at present. On the morning of Saturday last a serious engagement took place between the troops and the men under Admiral Li Chun at Intong or thereabouts off the East Gate, lasting for about two hours. Owing to lack of arms and ammunition the mutineers, though strong in numbers, could not stand long against Li Chun's men. A score of the disaffected troops were killed, eleven captured, many surrendered, and others fled. Those captured were at once beheaded by order of Admiral Li. On the night of Saturday Admiral Li Chun, the Tatar General, and all other military officials and soldiers, to the number of over a thousand, maintained a sharp look-out at all the city gates. For the whole night Admiral Li kept vigil. The city gates are still closed. Large reinforcements have arrived here from neighbouring places and it is expected that order will soon be restored.

During the last four days five police stations in all inside the city were destroyed and one in the western suburb burnt down by the disbanded troops. After heavy losses in the encounter with Admiral Li Chun's soldiers, the survivors among the mutineers, about seven or eight hundred in all, made their escape across the White Cloud Hills, where they now remain in hiding. These newly trained troops were mostly natives of the Wei Chow, Chaochow and Kah Ying Chow prefectures, so they will probably flee across the White Cloud Hills to their native homes or to the districts along the East River. It is reported that these men formerly received six taels' pay each a month, but it was reduced to six dollars only by H.E. Yuan Shu Kuan soon after his taking up his post as Canton Viceroy. For this reason the troops were greatly dissatisfied and on several occasions they attempted action in retaliation for their grievance. These men were enlisted about four years ago, and have been well trained. Had they been in possession of sufficient arms and ammunition, the result of the recent disturbance would have been very serious. On the 13th instant, that is, the day after the engagement referred to above, the men of the Fong Pin Hospital and other charitable institutions, proceeded to pick up over a hundred corpses of the troops in the Eastern Pandé Ground and in the vicinity of the Barade Intong and buried them. At present matters seem a little quieter, but it is reported that a great number of the soldiers are still hiding in various places in the city, so it cannot be said for certain that they will not resume action again. For the last two days, about eighty of these troops with arms and other weapons hidden in their persons, were arrested by the Shanmer soldiers at the gates, when they were entering the city under the guise of common people. On receipt of an urgent telegram from Canton, the Commander-in-Chief Chün Hsiang Chun with 200 men arrived here on the 14th instant. At present there are in Canton less than ten thousand soldiers, who have come to protect the city.

Again, in the afternoon of the 13th instant, when some children were letting off fire crackers and fireworks in the vicinity of the No. 6 Police Station, close to the theatre, in the Western suburb, a policeman came up to stop them so as to prevent accidents by fire. For this trifling cause, in a short space of time a mob collected, most of whom were alleged to be members of the "Small Dagger Society." The police arrested two of these men and took them to the station. The crowd got angry with the policeman and threw stones at the station with the result that the policeman fired at the crowd and killed one man. Things then became serious and in disorder, and the case was at once communicated to the Taoist of Constabulary, the Brigadier General and the Nambol Magistrate. These officials lost no time in proceeding to the scene to restore order and to hold an inquiry into the body of the deceased. It was then about 5 o'clock in the evening. However, before a few words had been uttered by the officials, stones were thrown at them by the crowd, and fire was suddenly set to the station building. The officials could do nothing but escape for their lives. The policemen were also obliged to leave the station and to climb up the roof to escape. The fire brigade arrived at the scene of the conflagration to render assistance, but they were stopped by the miscreants from doing so. The fire was left to burn itself out and the police station was completely burnt down to the ground. On that occasion, the Nambol Magistrate was hit with a stone on his head and some other officials sustained more or less serious injuries. Attempts were also made to destroy the No. 5 Police Station in the western suburb, but under the remonstrance of the members of the Self-Government Society, and the appearance of a number of soldiers, no action was taken. To gentry the western suburb have organised a private militia for their self-defence.

NORMAL CONDITIONS IN THE CITY.

CLEMENCY PLEADED.

Canton, 16th February.

No disturbance has taken place in the city of Canton during the last two days and everything has resumed its normal and peaceful aspect. The city gates are opened as usual in the morning and closed at about 5 o'clock in the afternoon. On the 14th instant over a hundred suspects were arrested by the police and soldiers in different parts of Canton, of whom some have been released on being proved to be of good character, while many others are still detained in custody pending further inquiries.

H.E. Viceroy Yuan Shu Hsun and Admiral Li Chun are of the opinion to punish only the ringleaders of the disturbance and to liberate those who were induced by other people to join in the riot. The officials have twice issued proclamations to persuade the disaffected troops to return to their barracks. Those who are willing to surrender must give up their arms and return to their barracks not later than the 17th instant and will be pardoned and allowed to remain in their posts or provided with passages to return to their respective homes if they so wish. Those who refuse to obey the order will be arrested and punished.

The local charitable institutions are also requested by the Viceroy and Admiral Li Chun to co-operate in inducing the disbanded troops to surrender. Yesterday the Viceroy sent Mr. Chen Wai Po and Li Kai Hi to his Yamen and held a protracted conference with them for nearly two hours on the situation and as to how to deal with the trouble and to organise a local militia for the protection of the residents to aid the police. The local gentry in a joint petition to the Viceroy and the Admiral suggested that, considering that the recent riot originated through only a trivial cause and no plot has been discovered on the part of the newly trained troops, liberal treatment should be extended to them as a special act of clemency this time, in order to pacify their minds and to avoid the difficulties of recruiting soldiers in the future. The Viceroy has forwarded a telegraphic memorial to the Imperial Government reporting on the disturbance, and, in reply, the Imperial Government instructed H.E. Yuan not to deal with the mutineers harshly and to smooth matters over as much as possible.

JAPANESE ADMIRAL IN CANTON.

Canton, 16th February.

Vice-Admiral Baron H. Kamimura, Commander-in-Chief of the First Squadron, and suite arrived here this morning by a Japanese gunboat. The Japanese Consul-General, Mr. A. Segawa, boarded the gunboat on her arrival in port, to meet the distinguished visitor, and on landing at Shameen, Vice-Admiral Baron Kamimura was received by a number of Japanese merchants and others.

PROVINCIAL SALT COMMISSIONER.

An Imperial Decree was issued appointing Taitai Cheung Shi Fan as Kwangtung Provincial Salt Commissioner, in succession to Ling Nai Young, who has been permitted to resign from his post and to proceed to Peking to have an audience with the Throne. Cheung Shi Fan will take over the seal of office on the 19th instant.

ELEMENTARY EDUCATION.

17th February.

Under the auspices of the Committee of the Canton Self-Government Society arrangements have been made to establish thirty elementary Chinese schools in the city of Canton and Hoam, into each of which Chinese boys of the poorer families will be admitted to be educated for a term of two years in order that they may be able to know enough to look for employment or to do business without much difficulty, after schooling. The proposal of the members of the Self-Government Society to promote education among the poorer classes of the people is highly appreciated.

SALT COMMISSIONER.

The ex-Salt Commissioner of Kwangtung, Ling Nai Young, who has been permitted to resign his post, will leave here on the 22nd instant to proceed North.

THE HARBIN CRIME.

JUDGMENT OF THE COURT.

Tokio, Feb. 14.

Judgment was passed at Port Arthur this morning on the men charged in connection with the assassination of Prince Li. An (the actual perpetrator of the crime) was sentenced to death. One of his accomplices was sentenced to imprisonment for three years and two other accomplices to imprisonment for one year and a half.

The assassin involved his sentence named and demanded that the charge be further argued.

An appeal will be allowed within five days, if the assassin so desires.

As a revolver and ammunition case have been confiscated by the authorities.—W. C. D. News.

The Waiwupu has telegraphed to the Viceroy in Canton, informing him that it will maintain a firm attitude in the Macao Boundary question and will not yield anything to impair China's rights. It asks the Viceroy strictly to forbid Cantonese people interfering in the matter and causing hostile feelings.

THE CHINA AND MANILA
STEAMSHIP COMPANY,
LIMITED.

ANNUAL REPORT.

The report for presentation to the shareholders at the twenty-seventh ordinary general meeting to be held at the office of the general managers on Saturday, 26th inst., at 12 o'clock noon, is as follows:

Annexed we beg to submit to shareholders the annual statement of accounts for the year ending 31st December, 1909.

The profit on working is \$26,941.54 and after payment of interest and other charges there remains a debit balance of \$3,777.33 to be carried to next year's account.

The *Rubi* and *Zafiro* have kept up the service without interruption and are in first class order and condition.

Consulting Committee.—Mr. A. V. Apcar has resigned. Messrs. H. P. White and Dr. J. W. Noble retire and are eligible for re-election.

Auditors.—The accounts have been audited by Messrs. W. H. Pitts and A. O. D. Gourdin, who are eligible for re-election.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 5th February, 1910.

PROFIT AND LOSS ACCOUNT.

Balance brought forward from last year	\$21,538.95
Consulting Committee's fees	1,500.00
Auditors' fees	400.00
Interest	725.23
Charges	6,614.28
Exchange	7.75
Amount written off as depreciation for 1909	181.96
	\$30,718.87

Balance of working s/c s.s. <i>Rubi</i> and <i>Zafiro</i>	\$26,941.54
Balance	\$3,777.33
	\$30,718.87

BALANCE SHEET.

Authorized capital, 30,000 shares at \$25 each	\$750,000.00
Issued and fully paid, 26,000 shares at \$25 each	\$650,000.00
Calls on shares forfeited now belonging to the Company	160.00
Insurance account	71,766.60
Sundry creditors	55,708.76
Company's bankers	\$86,664.54
	\$866,664.54

Value of steamers *Rubi* and *Zafiro*

Value of Hongkong Buoy and mooring

Value of Manila Buoy and mooring

Value of Amoy Buoy and mooring

Value of stores and stores on hand

Value of coal on hand

Proportion of premium on current policies

Sundry debtors

Outstanding freights

Cash in hand

Balance of profit & loss

s/c

\$866,664.54

HONGKONG ROPE MANUFACTURING CO., LD.

ANNUAL MEETING.

12th inst.

The twenty-sixth ordinary annual meeting of shareholders in the Hongkong Rope Manufacturing Co., Ltd., was held at the company's office, St. George's Building, at noon, to-day, for the purpose of receiving a statement of accounts and the report of the general managers for the year ending 31st December, 1909, and electing a consulting committee and auditors. Mr. Robert Shaw was presiding. There were present: Messrs. H. P. White, D. W. Craddock (consulting committee), A. Babinoton, J. A. Young, C. Clinck and K. W. Lee-Joon (secretary).

The Secretary read the notice convening the meeting.

The Chairman said:—Gentlemen,—The report and accounts are in your hands and you will have seen from them that we are able to pay a final dividend of one dollar per share after placing \$10,000 to reserve fund, which I trust is satisfactory to you. I have little more to make on the year's business in rope which follows the even course throughout and shows no particular feature of interest. But the hemp market took a sudden rise towards the end of the year and has not yet gone back to last year's average, fine grades being especially scarce and dear at present. The quality of our rope has been well maintained and continues to give complete satisfaction to all our dealers and customers. As to sales the demand last year was rather better than before and shows no sign of falling off during the coming twelve months. Business generally is undoubtedly improving, even shipping, and any improvement there will no doubt later on be reflected on our particular product, the shipping trade being of course our most important customers. Altogether our prospects are good enough now and we shall be disappointed if we have to report any falling off this time next year. There is nothing in the accounts that requires special explanation, but I shall be pleased to answer any questions that shareholders may like to put with reference to them. You will notice that rope on consignment is larger, but that is simply because we have had to increase our stocks at some places. Accounts due from sundry debtors have also increased, but there is no doubt about which we are at all doubtful.

There were no questions.

The Chairman moved the adoption of the report and accounts.

Mr. D. W. Craddock—I have much pleasure in seconding. Everything is highly satisfactory and I think should be looked upon in that light by all the shareholders.

Motion carried unanimously.

Mr. A. Babinoton moved, and Mr. C. Clinck seconded, that Messrs. H. P. White, D. W. Craddock and Dr. J. W. Noble be re-elected to the consulting committee.

Agreed.

Messrs. W. H. Pitts and A. O. D. Gourdin were re-elected auditors on the motion of Mr. H. P. White seconded by Mr. J. A. Young.

The Chairman said:—That is all the business of the meeting, gentlemen. I am much obliged to you for your attendance. Dividend warrants are ready now.

The proceedings then ended.

The Japanese str. *Mahyo Maru*, which went ashore outside Wooning nearly a week ago, was refloated on Saturday. Nearly 800 tons of cargo had to be lightened before the ship was again afloat.

CHINESE IN LONDON.

THE ASIATIC AS A COLONIST.

London, almost the last place in the Empire to be so ill-favoured, is now getting a Chinese question. It is the following Vancouver, Sydney, Melbourne, Otago, and, of course, the British settlements in Asia. John Chinaman has a steady affection for the British flag, and wherever it floats seeks to establish himself, for the British flag means "fairer deal" for the stranger than any other that greets the winds of the world. Why London has been so long spared a Chinese invasion may be explained by its remoteness from "Far Cathay." The supplanting of British seamen by Chinese on some shipping lines has lately discovered this city to the Celestial Empire, and London may look forward with certainty to a steadily growing immigration from the Canton Province, which supplies most of the Chinese emigrants. Wages for workers are not extravagantly high in England; but, even so, THE CHINAMAN CAN UNDERCUT THEM.

He can live in one quarter the cubical space of a white man; his food costs him less than a quarter of the sum necessary to keep a white man as an efficient worker; family life is not a necessity to him (though, to be fair he is an excellent paternalist when he marries). In short, he is the ideal Free Trade worker. In laundry work, in small culture, in tailoring, shopkeeping, cabinet-making the Chinese will always displace the British worker if allowed to do so.

The Chinese quarter in London is the Limehouse district. It is as yet a small one, but growing, and as the Chinese sailors return to their homes with news of this country it will grow more quickly. At present

TWO STREETS SATISFY ITS NEEDS.

In a few years, if its growth is not checked by legislation, it will swarm, without a doubt, over a whole district, as in New York, in Vancouver, and, to a lesser extent, the Australian cities.

The Chinaman has a narrow and fossilized nationalism. Wherever he goes he at once sets up a little China. With steady laboriousness he builds up and destroys until his ideal is attained. Window spaces are filled in, for he does not believe in fresh air or in light; rooms are broken up into cubicles, and very often their height divided by a loft so that one storey becomes two. Still more characteristic little passages are constructed, with quaint elbows and blocking doors every few yards, for a house to please the Chinese must be

LIKE A WARREN.

Passages, too, are constructed underground from one house to another. When San Francisco was recently destroyed by earthquake and fire, then for the first time the wonderful ramifications of underground Chinatown were exposed. Police officers who had made a life study of the Chinese quarter, and were certain that they knew its every nook and cranny, were obliged to confess that they were quite

A CITY-UNDERGROUND.

that they knew not. In Vancouver, in Sydney, in Melbourne the same conditions rule. There is probably no real need in those cities for the secrecy, for the elaborate preparations for sudden flight, that the marks above ground and below the earth betoken. But such things are necessary in China, and the exiled Chinaman as yet at pleasure.

The worst traveler of any city if given the slightest indication of its whereabouts, he is guided by the languid, vague smell of Asia—acid, pervasive, although vague—which seems to be mingled of vegetation growing too rankly of opium, and of the dead fumes of incense burned to long since dead gods. Wherever in the world the Chinese gather there is

THAT SAME LINGUISTIC SMELL.

whether it be in a city of China or the Chinese suburb of Melbourne, Honolulu, Suva, Vancouver, San Francisco, New York, or London for everywhere that he goes the Chinaman smokes opium, burns joss sticks, and eats what he believes from food and garbage.

In cities of older Chinese settlement a trip to Chinatown is a picturesque feature of the tourist's itinerary. The London Chinese quarter is as yet at pleasure. It is a joss-house, a Chinese theatre, and those gorgeously decorated but insubstantial mansions where the rich Chinese live. A few sailors, landladies, and shopkeepers solar make up the London Chinese quarter. The rest—there is unfortunately too good reason to suppose—will come in time.

Unfortunately, for the Chinaman, despite all his virtues, is not a desirable citizen. He is thrifty, law abiding (except as regards sanitation), industrious, kind, patient. His opium smoking.

HAS BEEN EXAGGERATED INTO A VICE.

As a matter of truth, with most Chinamen it is no more and no less of a bad habit than the average European's alcohol. A few Chinamen over-indulge in opium just as a few Europeans over-indulge in drink. The average Chinaman is a moderate smoker and finds in opium the same little streak of colour shot through the wool of life as the white worker finds in beer or gin.

Yet, with all this said, the Chinaman is not a desirable citizen. Economically, he is undesirable—unless one accepts the full Free Trade faith—for he can always undercut the white worker. Socially he is undesirable because, for all his good qualities, his outlook on life is so utterly different to that of our white civilisation that he brings a deep taint of degradation to the white people with whom he comes into contact. There is good reason behind

THE SAVAGE ANTAGONISM

which our race in each one of the Overseas communities displays towards Chinese immigration. There is no merely, as some suppose, due to the objection of the working classes to a cheap competitor. It is shared by every class of the community. It is founded on the knowledge that each Chinese house is a possible centre of degradation to the white population. It would be of advantage to British statesmen to consider the growth of Chinese immigration to England in the light of the knowledge acquired by other nations of the Empire, for it is of present necessity that the police authorities should have shown conclusively that cultivation has almost completely ceased. My independent inquiries confirm these reports. N. C. D. News.

THE OPIUM TRAFFIC.

POPPY CULTIVATION IN SICHUAN.

Chungking, Feb. 6.

An investigation by missionaries of the entire province of Sichuan in connection with opium-growing has just been completed. Their reports, which have been placed in my hands, show conclusively that cultivation has almost completely ceased. My independent inquiries confirm these reports. N. C. D. News.

This tender *Gulstaf* and *Velling* came into collision on Friday night, alongside the 7, and O. pontoon at Shanghai while the result that the latter was sunk within a few minutes. No lives were lost, and it is expected the launch will be raised shortly.

THE MOOSA CASE.

DEFENDANT SENTENCED TO SIX MONTHS.

12th inst.

Before a Full Court, consisting of the Hon. Mr. W. Res. Davies, K.C., Acting Chief Justice, and Mr. Justice Gompertz, Puisne Judge, Justice, was delivered in the case in which Moosa Ebrahim was indicted on several charges under the Bankruptcy Ordinance. It will be remembered that defendant was found guilty on one count by a majority of five to two, whereupon Mr. E. Potter, for the defendant, raised several points of law to set aside defendant's conviction.

Mr. Justice Gompertz, in reading the judgment, said that that was an argument on three questions of law reserved by the Puisne Judge for the consideration of the Full Court in the trial of the case Rex v. Moosa Ebrahim, when the prisoner was found guilty by five jurors against two. The first of the points, that, whereas section 82 of the Ordinance declared certain acts and omissions on the part of a person against whom a receiving order has been made to be misdemeanours, there has been no receiving order made against Moosa Ebrahim, the accused, in that case, and that, therefore, he cannot be proceeded against criminally under that section. In their opinion such words in the body of the sub-section "and such receiving order shall affect the joint and several property of all the partners" have not the limited effect contended for by Mr. Potter. They were merely, their Lordships thought, intended to explain the effect of the receiving order which it was provided might be made in the firm name—it was to effect more than the joint property. Its scope was wider; it was to have effect also against the separate estate of each partner. In that sense it might be said to be made against each partner as being binding on him. It was binding on each of them and, in their opinion, might be properly described as a receiving order made against each partner, just as, in fact, a receiving order made against the property of an individual is referred to in the Ordinance as a receiving order made against the debtor. That objection must, therefore, be overruled. The second point was that it was proved by the evidence for the Crown that the debtor's interest in the partnership of S. E. Allana and Co. had been transferred to the prisoner's infant son and that therefore the prisoner had no property in the partnership to enclose on the dates laid in the indictment. They thought that, there being no direct evidence of any transfer by the father, the interest in the partnership, the jury might have directed that it was for them to say whether in fact there had been any real assignment or whether in fact the whole transaction was a mere blind and the prisoner still remained a partner in S. E. Allana and Co. The third point turned upon the construction of section 31 of the Bankruptcy Ordinance. The jury found the prisoner guilty upon count 1 of the indictment by five to two. Their Lordships thought that majority of five sections 21 and 22 did not mean excess of clear majority, but it was to be construed as in section 21 of the Companies Ordinance of 1905 and they must, therefore, over-rule that objection and the conviction was therefore affirmed.

Mr. Potter said that before the Puisne Judge passed sentence, he would ask his Lordship to take into consideration that defendant had already been in prison for a month.

The Puisne Judge—I understood that defendant has been on bail.

Mr. Potter replied that defendant had to go to prison for a month before bail could be found.

His Lordship in passing sentence remarked that he would take into consideration that defendant had to undergo a long and exhausting trial and the fact that the jury returned a verdict by a majority of five to two. He sentenced defendant to six months' hard labour.

STREET-SNATCHERS PUNISHED.

WHOLESALE PROSECUTIONS AT THE MAGISTRACY.

12th inst.

The crusade by the Police against the nefarious gang of street snatchers still continues. There were a number of cases at the Magistrate's court this morning in which members of the fraternity were the principal figures. In one case a Chinaman was awarded six months' hard labour and four hours' stocks for snatching a bundle containing 500 from a Chinese woman. The story of the prosecution was that while a Chinese man was walking along Cochrane Street on New Year's Eve, the defendant approached her and before she had time to be on her guard, she felt a tug at the parcel she was carrying and the next moment discovered that it had disappeared. The woman raised an alarm, on which an Indian constable gave chase. A scuffle ensued, during which both men stumbled on to the roadway and defendant's arrest was effected, with the result already stated. In another case, it was related to the Magistrate that early this morning a Chinese girl was proceeding along Hospital Road when she was attacked by a couple of men. One of the men pinned her to the ground while the other snatched some bangles and a ring which their victim had on her person at the time. The accomplice succeeded in making good his escape, but the other man was this morning given six months' hard labour, four hours' stocks and six strokes. Yet a third individual was placed in the dock for trying to force off a bangle off a Chinese woman's wrist in Bonham Strand on Chinese New Year's Eve. The man was remanded.

OPIUM AT VANCOUVER.

COMBINED ACTION OF THE CHINESE.

From the experience of the local Chinese it would appear that prohibition does not prohibit in the opium business at least, says the *New Advertiser*. Before the Act suppressing the opium business was passed there were two places licensed to sell opium in the City. Since Mr. Ouyang King, the Chinese Consul, took office here some four months ago, he has, in conjunction with the Anti-opium League been making some investigations, and they find that there are over thirty places in the City where opium is illegally sold and smoked, so that they consider that the prevalence of the habit is really worse than before.

The Chinese merchants have held several meetings, and have agreed not only that they will not deal in opium themselves, but that anyone found doing so must forfeit \$100, one-half of which shall go to the informant, and the other half to be divided equally. They have also agreed to have a fund of \$10,000 to assist the victims of the habit to a cure. Out of this amount they will send to the hospital any who are willing to go, and they have made arrangements with Dr. Munro for their treatment. If victims of the habit object to going to the hospital, the Anti-opium Association will distribute free pills used in China for curing the habit. Mr. Ouyang King has already given out a number of these pills and is prepared to distribute to any that need them. But if the opium habit is not greatly minimized it will not be the fault of the leading members of the local Chinese colony.

NOTES BY THE WAY.

CHINESE NEW YEAR.

So our friends the Chinese have entered upon the threshold of another New Year. The last few months of the past year have gone to show that the sense of security of the Chinese has returned. A firm feeling of confidence seems to prevail among our indefatigable fellow-merchants with regard to trade and it is to be sincerely hoped that the myriad of crackers which have been let off has driven away the spectre of commercial depression and ushered in a new era of prosperity. It is to be hoped that the above trend of thought animates the breast of every Chinaman, for is there not truth in the words "No Chinese—no trade."

WHAT IT MEANS TO JOIN.

China New Year is an occasion which is looked forward to by every true Celestial worthy of the name with feelings akin to those experienced by the world's more enlightened Middle Kingdomers. Every one of the well-to-do silk-robed merchants down on the humdrum of the street observe it as a day of national rejoicing and regard the every-day drudgery of money-making with scornful disdain. Those of the humble individuals whose purses admit of doing a little more than to worship at the ancestral halls while those less favoured try to make the best of the occasion in the company of their life's activities. Long before the hour of sunset on the eve of the propitious day, all shops and business places close and idleness and all accounts are closed which to a comparative stranger are quite interesting to observe. Such a thing as a strictly of events is also quite common at this time of the year. Thus the dawn of a New Year is ushered in by a nation who are rightly considered the world's most distinct race.

THE COST OF LIVING.

Everywhere and at all times it is to be heard the cry of the excessive cost of living. But if one gives serious thought to it, it will be at once apparent that it is, in fact, a cry of the excessive cost of living. The price of the necessities of life is not the rate of interest charged by users are uncontrollable by the consumer and is proof against the power of legislation. The only remedy there is lies in the hands of the petty tradespeople but it would be foolish to expect them to apply that remedy. In knowing that the price demanded is bound to be paid by the purchaser, the seller only observes the natural practice followed by his fellow-creatures in the world of how-to-get-rich-quick. "Down at Shanghai," I notice, that a number of citizens have presented a petition to the City Municipal Council with regard to the abnormal rents demanded by landlords but whether the V.C. will succeed in alleviating the hardships felt by the petitioners is a matter of conjecture. In Shanghai as elsewhere, the trouble is due to the same causes.

THE CHIT SYSTEM.

Did you ever hear, dear reader, of this being signed in the holy precincts of a church? I came across the above startling piece of news the other day in a Shanghai journal and being averse to keeping the good fortune myself, I pass it on to my readers for their delectation. I have heard of misguided young men who have signed away their prospects but committing the sacrilegious act of signing in Church, never. But stranger things than that have happened.

THE CHINA ASSOCIATION.

By the way, it must have done the hearts of those who have waited long and patiently for the long-expected turn of the tide good to observe the healthy tone of Mr. Murray Stewart's speech at the annual meeting of the local branch of the China Association. The Chairman made the interesting observation that good times were slowly, but surely, returning. We have so long been accustomed to hear these reassuring remarks fall from the lips of prominent business men that it is in a position to judge without, however, any tangible results, that a child who has been continually promised his favourite toy and as often been put off, we have come to distrust, figuratively speaking, the promises of the Colony's business and have come to lose our childish confidence. But let us hope that Mr. Stewart's forecast is correct. With the advent of the Chinese New Year and the fast-approaching completion of the Kowloon-Canton Railway, it is the confident hope of all who have commercial ties with this Colony that Hongkong's financial stability, which has, since the memorable crisis in New York, been an unknown quantity, will be established once more.

THE YOGA SCIENCE OF HAPPINESS.

The Yoga science of happiness has just been expounded to London in a series of addresses. It comes from India, and, like most things Indian, is very ancient. The essence of it from the point of view of the ordinary human being is that you cannot be happy unless you are content with what you have. You must not want to be anything more than you are. The governing principle of the Yoga science seems to be that the mind may be controlled by the body just as well as the body by the mind. Another part of the Yoga science teaches how to forget. No act is of more importance to those who wish to live comfortably. Some philosopher of the minor methods of existence has declared that the great secret for humanity to learn is remembering nothing, but pleasant things. This is identical with the Yoga precept that there is much which most people would like to put out of their minds. What is the creator of "Julia" to say to that? Perhaps the principle adopted by Mr. W. T. Stead is different in nature from the Yoga form of happiness but both possess the same fantastic imagination born of their authors. If after this my readers fail to be happy though married or otherwise, it will be through no fault of my own.

CASUAL CRITIC.

VOLUNTEER CHURCH PARADE.

PRESENTATION OF LONG SERVICE MEDAL.

Last Sunday morning at 10.30 a.m. about 100 troops of the H. K. V. C. attended Church Parade under the command of Lt. Col. A. Chaplin. The other officers present being Capt. Thompson (Staff Officer Commanding), Capt. Armstrong, Capt. Nicholson, and Lieut. Kennard and Andrew. A pleasant ceremony was performed after which by His Excellency Sir Frederick Lugard, in front of the Cathedral, where the Volunteers were lined up. His Excellency called upon Comdr. H. E. Craddock of the No. 1 Company and decorated him with the Long Service Medal. The attendance outside the Cathedral was a large one to witness this interesting function. Comdr. Craddock has been a member of the Hongkong Volunteer Corps since the year 1892, and previous to this he served in the Trinidad Rifle Volunteers, West Indies, from the year 1893-1895.

DEATH OF A WELL-KNOWN.

N. Y. K. ENGINEER.

THE LATE MR. ANDREW CRAWFORD.

Many residents in Yokohama, as well as in Kobe and in other Far Eastern ports, will learn with great regret of the death of Mr. Andrew Crawford, Chief Engineer in the service of the Nippon Yusen Kaisha, which took place on Thursday afternoon, 17th inst., at the Yokohama General Hospital after an illness lasting a little more than a fortnight. Mr. Crawford reached Yokohama in the *Tamaki Maru* nearly last month from Europe, and after discharging cargo at Yokohama, the steamer proceeded to Muroto for a similar purpose. During the voyage to the north (says the *Japan Gazette*) Mr. Crawford contracted a severe cold, and on returning to Yokohama it was necessary for him to enter the General Hospital. Complications developed, and, notwithstanding the skillful treatment of Dr. Wheeler and careful nursing on the part of the Hospital staff, the patient gradually sank, and, as stated, passed away on Thursday afternoon.

Mr. Crawford, who was sixty-seven years of age, first came to Japan in 1878 as engineer in the service of the Mitsui Bishi Steamship Co. When the Mitsui Bishi a few years later amalgamated with the Nippon Yusen Kaisha, Mr. Crawford transferred his service to the latter Company, with whom he continued to actively employ up to the day of his removal to Hospital last month. During the past two years he has served as Chief Engineer on the *Tamaki Maru* (Captain C. H. Butler), on the *European* line. During the China-Japan War and the Russo-Japanese War Mr. Crawford was employed on transport service, being decorated by the Japanese Government with the Sixth and Fifth Orders of the Rising Sun respectively. Mr. Crawford was very highly respected by his colleagues in the N.Y.K. service, by the Company's officials, and by all who knew him. He leaves a widow (now residing at Middlesbrough, England) and a large family of nine sons and daughters, to whom the sympathy of many residents in the Far East will be extended in their bereavement. The funeral took place this (Saturday) afternoon.

GOLF IN THE FAR EAST.

Mr. Bernard Darwin, in an article in *Fry's Magazine* illustrated by Tom Brown, says the chief hazards of the links of Tientsin are of a rather gruesome character, since they consist of the graves of deceased Chinamen. The modern golfing architect is rather in favour of mounds as hazards, and he might glean some idea from the graves of Tientsin. "So-and-so's grave" has been, time out of mind, a favourite name for some bunker of particularly infamous reputation in this country, but it has never borne so literal a meaning as it might in China. As to the Chinese game, the Chinaman, we are told, does not understand golf at all. Perhaps he sees the game in its proper light, two middle-aged persons becoming absurdly heated over a trumpery little ball. At any rate, his one aim is to get down with the round and receive his fee, and he pathetically inquires of his employer at intervals how long he proposes to follow the little white ball. The caddy is, of course, the father of the professional, and so, at things are at present, the "yellow peril" does not yet threaten the supremacy of Bradd, Taylor and Co. The golf course at Peking is also on a flat plain and, as at Tientsin, the plain is a muddy one. It has close to the Lunging Gate, and to get there from the European quarter necessitates a long and dusty journey per pony or rickshaw. As at Tientsin, hazards have a disconcerting way of springing up like mushrooms in the night. They are, however, of a less horrible character, though possibly more difficult to play out of, since they consist not of graves, but of cabbage gardens, which the Chinaman plants at his own sweet will in the same rapid and light-hearted way. Thus the change in the course changes from day to day in a way calculated to drive the moonraker and a golfer who has carefully placed his tee-shot in such a way as to get a clear run to the hole finds himself confronted instead with a most difficult pitch over cabbages. There is something in this which European architects might well stop to borrow. There is a certain pleasurable doubt and excitement in driving at a blind hole over a big hill, and then rushing breathless to the top to see if your ball has rolled down close to the hole or been "kicked off by the most infernal bad luck," but such a poor little excitement must pale before that provided by a movable "out of bounds."

STRANDING OF THE "SELJA."

FINDING OF THE COURT.

The finding of the Court in the inquiry regarding the stranding of the steamer *Selja* for which Captain Mori Denkichi, the pilot in charge of the vessel at the time of the accident, was alleged to be responsible, was announced yesterday, the 31st ultimo, in the District Court. Judge Umomura presided, but Captain Mori did not appear, and the decision was delivered in his absence. The finding of the Court is that Captain Mori be reprimanded, in accordance with paragraph 3 of Article 2 of the Seamen's Disciplinary Law.

In giving reasons of the decision the Court observes that on entering the Middle Channel with the force of a strong tide running on the seaward side of the vessel, Captain Mori did not maintain a reasonable distance from Sase Cape on port side and failed to take the precautions, which should be exacted by a pilot in the execution of his duty. Thus the act of Captain Mori came within the purview of paragraph 2 of Article 19 of the Pilot Regulations. But, the Court points out, the extent of the damage inflicted on the vessel being not very serious, he should be dealt with under paragraph 3 of Article 2, of the Seamen's Disciplinary Law, and simply be reprimanded. The Court comprised Judge Umomura Sadaki, presiding, Judge Ohima Takahiko, and Judge Fujino Yutaro—*Japan Chronicle*.

CHINA LIGHT AND POWER CO., LD.

REDUCTION OF CAPITAL.

12th inst.

An extraordinary general meeting of shareholders of the China Light and Power Co., Ltd., was held at the offices of the general managers, in the forenoon, to-day, for the purpose of confirming the following extraordinary resolution:—"That the capital of the Company be reduced to 300,000 dollars divided into 50,000 shares of \$5 each and 50,000 special shares of \$1 each and that such reduction be effected by paying off to the holders of the 50,000 shares of 10 dollars each the sum of 5 dollars per share as capital in excess of the company's wants and by reducing the nominal amount of each of the said shares from 10 dollars to 5 dollars and that upon such reduction taking effect the company shall declare and pay out of its undivided profits a dividend or bonus of 5 dollars per share on the 50,000 shares of one dollar each."

Mr. Robt. Shaw occupied the chair. Those present were:—Mr. H. P. White (consulting committee), Messrs. A. Babinoton, E. W. Terry, J. A. Young, A. G. Gordon, and D. H. Young (secretary).

The Secretary having read the notice of the meeting, The Chairman submitted the resolution to the meeting.

Mr. H. P. White seconded.

The resolution was carried unanimously.

The Chairman said:—That is all the business of the meeting, gentlemen. Thank you for your attendance.

RAUB AUSTRALIAN GOLD MINING CO.

Following is the result of crushing operations at Raub for the four weeks ending January 29:—Bunkit Komau, stone crushed 3,444 tons, gold obtained 1,465 ounces, average per ton 4 dwts. 14 grains. Bunkit Malacca, stone crushed 1,795 tons, gold obtained 77 ounces, average per ton 4 dwts. 14 grains.

FIRE AT BOWRINGTON.

GERMAN BLUEJACKETS RENDER AID.

Shortly after twelve o'clock last Monday morning, the broke out in a shop in Bowrington Street. The shop was used as a rattan cane store and both house and property were considerably damaged before help arrived. The Fire Brigade arrived on the scene soon after the outbreak and had the fire under control in a short time. A fact which will not bear omission was that a number of bluejackets were landed from a German warship in port and who rendered assistance in a business-like and unostentatious manner under the charge of a Lieutenant.

The damage done is estimated to amount to the sum of \$11,000. The shop was covered by insurance.

THE RACES.

STEWARDS:—His Excellency, Sir F. J. D. Luard, K.C.M.G., C.B., D.S.O.; His Excellency, Vice-Admiral The Hon. Sir H. Lambton, K.C.B., K.C.V.O., A.D.C.; His Excellency Major R. G. Broadwood, C.B.; Commodore B. L. L. R. M., A.D.C.; The Hon. Sir Paul Chater, K.C.M.G.; The Hon. Sir Henry May, K.C.M.G.; The Hon. Mr. W. J. Gresson; Mr. F. B. Deacon, Major W. A. Eaton, Messrs. H. J. Gedge, J. A. Jupp, Capt. F. W. Lyons, Messrs. N. J. Slabb, and H. P. White.

STEWARDS IN CHARGE OF THE SCALE:—Mr. H. J. Gedge and Capt. F. W. Lyons.

HANDICAPPER:—Major W. A. Eaton and Mr. J. A. Jupp.

JUDGES:—The Hon. Sir Paul Chater, Kt., C.M.G.

ASSISTANT JUDGE:—Major W. A. Eaton.

STARTER:—The Hon. Sir Henry May, K.C.M.G.

SECOND STARTER:—Mr. M. W. Slade.

TIME KEEPER:—Mr. T. F. Forrest.

HON. TREASURER:—Mr. J. F. Cox-Edwards.

CLERK OF THE COURSE:—Mr. T. F. Hough.

ACCIDENTS TO JOCKEYS.

It will be learnt with regret that two accidents occurred at the race course yesterday morning during the final gallops on Sunday. By the first of the accidents Mr. Burkill, the popular jockey for Mr. H. N. Mody, from Shanghai, unfortunately sustained no serious injuries beyond some slight bruises on the back; but the second unhappily has placed one of the Hong Kong's keenest sportsmen horsed combat for the forthcoming meeting. Mr. F. B. Deacon, who is the victim of the second accident, is confined in his bed and may have to remain in bed for the next fortnight.

Exactly how the accident occurred it has not been possible to ascertain. But from an enthusiastic sportsman, who is at the race throughout the training season, we learnt that while Mr. Burkill was in the act of putting his foot into the stirrup, to ride Little Gem Rose for the morning's gallop, the Derby winner suddenly bucked and violently threw Mr. Burkill to the ground on his back. Even though feeling slightly uncomfortable, Mr. Burkill sprang to his mount and galloped over the 12-mile course on Little Gem Rose. He did not feel quite himself on returning to the stable and was yesterday attended to for the illness which he sustained on the back. Turf frequenters were glad to welcome the Shanghai visitor on the training course again this morning and were happier still to learn that Mr. Burkill is feeling almost himself again to-day. The hope is general that when the clever Shanghai jockey gets into the pig-kick to-morrow he will be in the best of conditions and carry the blue-and-white stripes past the winning post with the honours he has done in previous years.

The second of the accidents referred to is more serious. Mr. F. B. Deacon, who owns a stable and was to be one of the officials at the meeting commencing to-morrow, received a very kick on the right thigh from the pony Dart. The popular Steward of the Jockey Club and an enthusiastic horseman was taken to the ground with a dislocation of the hip bone. He was promptly attended to and conveyed in an ambulance to the residence of Sir Paul Chater where Mr. Deacon has been a guest during the past fortnight. His injuries were seen to by Doctors Stedman and Marriott, who called in the assistance of Dr. Bell with whose aid the injured hip was set right again. It is the medical gentlemen's opinion that Mr. Deacon may have to lie in bed for a fortnight before he is quite recovered from his injuries. All will regret the hard luck that has befallen this gentleman, as he has looked forward with the keenest anticipations to the success of the meeting. Mr. Crighton, of Shanghai, will be riding Mr. Deacon's stable.

TIPS FOR TO-MORROW.

The annual race meeting of the Hong Kong Jockey Club commences to-morrow, Tuesday. There will be ten events each day. The first race—the Wong-nai-chong Stakes—will start at 11.30 a.m.; the first saddling will be at 11.45 a.m. A sporting contributor has kindly favoured us with the following selections of probable winners for to-morrow's races. The selections were made subject to the same weather conditions prevailing as those obtaining to-day, and with the reservation that allowance must be made for owner's decisions, as to starters for the respective races.

WONG-NAI-CHONG STAKES.

1—Hartwood.
2—Servant Chief (if he starts).
3—Lightfoot (if given a good jockey). Supporters must not discount the fact that in the scramble for this short race, the start counts for a great deal.

MAIDEN STAKES.

1—Dwarf Rose.
2—The representative of Marshall's stable.
3—Rubber Chief (if he starts).
VICTORIA STAKES.
1—Kirkpatrick II. (if he starts).
2—Rive d'Or Rose or Pet Rose.
3—Tartar Chief.
If Mr. Marshall decides to start a pony then he will have the advantage of the 5lb allowance and may secure a place.

VALLEY STAKES.

1—Walnut Tree.
2—Tremor (if he starts).
3—Man Man or Blackmore Vale.
FOOCHOW CUP.
1—Spring Rose (if he starts).
2—Gleith.
3—Celia Rose.

TRIAL PLATE.

1—One of the Trees.
2—Real Rose.
3—Belgian Chief.

GARRISON CUP.

1—Cadmus's Fame.
2—Kerry.
3—Cobalt or Younger Brother.

PROFESSIONAL CUP.

1—One of the Trees.
2—Duffy's Star.
3—Llama Chief.

HONGKONG CLUB CUP.

1—Little Gem Rose.
2—Palm Tree.
3—Worcester.

RACING STAKES.

1—Hartwood (if he does not start in the Wong-nai-chong Stakes).
2—Servant Chief.
3—Raven.

FIRST DAY.—TUESDAY, 15TH FEBRUARY.

The Hong Kong Jockey Club annual race meeting was commenced this forenoon, at the Happy Valley, under the most favourable circumstances. The splendid weather, which has favoured the island during the month, was glorious to-day. The brilliant sunshine was tempered by a cool nor-easter which made it quite agreeable to the jockeys and owners as to the spectators who enjoyed a splendid day's sport in one of the finest race-tacks in the world. The course was in excellent condition and the going everything to be desired, a fact which is due to the energy of the Clerk of the Course, Mr. T. F. Hough, who for some weeks past has devoted much time and attention in order to secure the conditions prevailing in the Valley to-day from a sportsman's point of view. As usual there was a very large attendance at the Happy Valley, the Chinese in the centre of the enclosure numbering several thousands and the stalls from the winning post right away to the Football Stand were as usual thickly filled. Scattered over the green carpet were small gatherings of native holiday-makers, who had come down from the Canyons in thousands during the recent Chinese festive season and have remained in the Colony over the week to enjoy the time of their life. Black Rock was one of the points of vantage on which quite a number of people perched to watch the progress of the races.

The Grand Stand, paddock and the stately array of gaily bedecked owners' private stables stretching from the weighing-in stand right down to the straight run to the southward, and from the gateway crescent-wise away down to the Bowington Bridge northward, accommodated thousands of foreign spectators representing almost every nationality under the sun. The turnout of ladies in the Grand Stand, members' stand and private enclosure exceeded that of previous years, and doubtless the genial weather contributed much towards the large attendance of ladies who graced the enclosure with their presence in pretty attire which was displayed with so much good taste and representing the latest fashions in Parisian creations.

On the course the scene was one of unusual animation and one which will long be remembered. The tens of thousands of people who gathered in Wong-nai-chong to-day were bent on enjoyment and for the same business care and worries were cast to the winds and one and all gave themselves up to the purpose for which they had gathered together, and that was pleasure. The brightness of the scene was heightened by the presence of an unusually large naval contingent—representatives of the allied fleets in port—those of Great Britain and Japan. As the guest of honour of the Stewards of the Hong Kong Jockey Club, under whose auspices the race meeting is being held, H. E. Vice-Admiral Baron Kaimura, Commander-in-Chief of the first Japanese Battleship Squadron, attended by the members of his suite, was on early arrival within the enclosure. The distinguished visitor, who arrived shortly after the first race, the Governor, with whom was Capt. N. Simson, private secretary, was received by Sir Paul Chater and other Stewards of the Club and Mr. T. F. Hough, clerk of the course. The Imperial Band announced the arrival of His Excellency with a few bars of the national anthem.

A novel feature this year and one which contributed largely to the convenience of owners and supporters of the contestants was the erection on the inner course of a wooden tower which was conspicuous by its coat of green paint. This structure is in a right line with the Judge's Box and has a white face, on the top opposite the Grand Stand. It served to announce the numbers of the winning and placed ponies corresponding with those on the official card. Instead of having to wait for the official result of each race as hoisted on the telegraph alongside the Judge's Box, and instead of waiting for each evening's numbers of the winning ponies are electrically given on the "dial" of the tower by the judges for the benefit of the spectators. By an ingenious clock-work device, arranged in the form of a huge cylinder, much after the principle of the printer's numbering machine, figures about eighteen inches in height were exhibited on the "dial" by pressing a button, with electric connections, from the Judge's Box. By this means the corresponding numbers of the first, second and third ponies, in the traffic of the race, were given out as soon as each race was run. This thoughtful innovation was much appreciated by the public.

Another innovation was the issuance of a leaflet which was freely distributed within the enclosure. The little sheet gave the results, starters and times for the first four races of the day. It was neatly printed and smartly circulated by Messrs. Noronha & Co., printers to the Jockey Club.

The pari-mutuel and cash-sweep arrangements were carried out in much the same fashion as in previous years. They were in the efficient hands of Mr. F. Madar under his capable manager, Mr. U. Noronha, who was assisted by a competent staff of clerks and receiving and paying staffs. The entire organisation, which worked to the satisfaction of the public, is controlled by an experienced staff of Bank clerks, who acted as auditors, under the direction of the honorary treasurer of the Jockey Club, Mr. J. F. Cox-Edwards. (The Stewards are not above accepting a suggestion for future meetings, they would be relieving the noticeable congestion which was observable at the end of each race as the crowd gathered around the blackboards, giving the "amounts of the dividends for the place betting and sweep, by removing them from their present position. As now placed the dividend boards with the spectators densely packed in front of them block the exit from the ticket stalls. The boards would better serve their purpose and leave the passage way beneath the members' stand for free ingress and egress were they placed against the outer wall of the building instead of as now, on the inner wall and opposite each other. The suggestion is offered in no carping spirit, but it is made in the consciousness of the Stewards' ready willingness to accept any for the public convenience.

Notwithstanding that the day was the eve of the French mail day business in the city was suspended at noon. The epics of Europeans and Chinese was very great from Victoria to Wong-nai-chong, the latter journeyed eastward in a team of never-ending stream from an early hour of the day. In spite of the unusually heavy traffic the management of the Hong Kong Electric Tramway Co. was quite equal to the occasion. The service of special cars to and from Happy Valley was maintained under the personal supervision of Traffic Superintendent, Mr. A. O'Connell, without a single hitch. The large crowds of natives were orderly and good-natured. The regulation of the traffic was controlled by Chief Inspector Baker who, with his contingent of European and Sikh constables, was responsible for the entire absence of any rowdiness or disorderliness among the immense concourse of people in the Valley to-day.

The Band of the Buffs, under the baton of Mr. Hewitt, occupied a prominent position in the paddock and throughout the afternoon played pleasing selections of music in admirable style.

Punctually at 11 a.m. the first saddling bell was rung. For the opening event of the meeting—the Wong-nai-chong Stakes—thirteen ponies faced the starter. It was won by Servant Chief, one of the favourites, from Hartwood. Lightfoot, who was much fancied, did not secure a place. This was a disappointment. The Maiden Stakes produced an exciting finish between Maple Tree and Silverton, and was won by the former by a bare neck. Mr. Buxey's Dwarf Rose, who was much fancied, was nowhere in the race. There were six starters for the next race—the Victoria Stakes—and went to last year's Derby winner, who was far too superior to the rest of the field. Little Gem Rose's time of 2.04 established a record for this race. The Valley Stakes was a tame race and was secured by Man-Man without difficulty, he making the best of a poor start in which he had the advantage of several lengths from Cobalt. After this race there was an interval for luncheon.

After the fifteen adjournment only three ponies—the smallest field of the day—started for the Poochow Cup. It was an uninteresting event and was won hands down by Mr. Vida on Palm Tree. From start to finish Persimmon Tree practically had the race to himself, but lost to Royal Rose at the last stretch through Mr. Vida despoiling the chances of Royal Rose, who, with Mr. Burkill in the saddle managed to beat his opponent by half a length. The field for the Garrison Cup was a large one, and the start splendid. After a most exciting finish honours were shared between Cadmus's Fame and Warrior Rose. Mr. J. H. N. Mody led Warrior Rose into the weighing-in stand, while Mr. T. F. Hough led the Fame in. Both jockeys were applauded. The dead heat was run off after the last race of the day and was won by Cadmus's Fame. Mr. Buxey declared the best of the Roses to win in the Professional Cup. Mr. Johnston, by clever jockeyship, wrested the race from Llama Chief and won by five lengths. Kirkpatrick II. beat Spring Rose in grand style in the race for the Hong Kong Club Cup. Mr. Johnston received an ovation as Mrs. W. J. Gresson led Kirkpatrick II. into the enclosure. The Racing Stakes was won by Blackmore Vale. After this race the dead heat for the Garrison Cup was run off between Cadmus's Fame and Warrior Rose, and was won by the former.

We give below the details for the day's racing:

1.—THE WONG-NAI-CHONG STAKES.—Winner \$500. Second \$150. Third \$75. For China ponies, subscription griffins of this season 1909-1910. Weight for inches as per scale. Jockeys who have never had a winning mount in either Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance \$10. Half a mile.

Mr. Ellis Kadoorie's Servant Chief, 1st 1lb (Moller) 1
Mr. Johnston's Hartwood, 2nd 4lb (Owner) 2
Mr. Hilliard's Snooker, 3rd 1lb (Master) 3
Mr. Meggie's Job Trotter, 4th 7lb (Kremer) 4

Mr. Voltaire's Recruit, 5th 4lb (Blair) 5
Mr. Q. T. Insaur, 6th 10lb (Morley) 6
Major W. A. Eaton's Pimlico, 7th 10lb (Flisbert) 7
Mr. Ottery's Telade, 8th 4lb (Crichton) 8
Mr. Gilpin's Deceiver, 9th 10lb (Henriques) 9
Mr. Selt's Lightfoot, 10th 4lb (Burkill) 10
Mr. Bomeo's Bintang Pindar, 11th 1lb (Laurence) 11

Admiral Lambton's Double Dragon, 12th 10lb (Heathcote) 12
Capt. P. H. M. Taylor's Goshawk, 13th 7lb (Owner) 13

* 5lb allowance
† 1lb overweight

Thirteen ponies started for this race. There was some difficulty in getting the large field away, Lightfoot and Double Dragon being responsible for the first false start. When the flag fell Lightfoot led the way, followed by Hartwood, the other favourite third, Goshawk being last. Lightfoot showed to the front still after the Black Rock was passed and led round the village bend from Hartwood second; Lightfoot was several lengths ahead. Servant Chief was third. There was a capital race into the home straight, Lightfoot being on the rails, challenged by Hartwood and Servant Chief. Hartwood soon overhauled Lightfoot, who was also displaced by Servant Chief. The first and second ponies fought hard for the premiership, a length. Snooker was a good third. Goshawk finished last.

Time: 1m. 0 2/5 sec.

Pari-Mutuel.
Ponies. Win. Place.
Servant Chief 121 196
Hartwood 71 190
Snooker 6 14

Dividends:—Win, \$8.40.
Places, \$5.50, \$5.50, \$10.00.
Cash Sweep:—
Ticket No. 53, 1st, \$28.85
" 62, 2nd, \$27.10
" 29, 3rd, \$35.55
Commission, \$39.50

Total, \$195.00

2.—THE MAIDEN STAKES.—Winner \$500. Second \$150. Third \$75. For China ponies, bond 1/2d griffins on date of entry. Weight for inches as per scale. Subscription griffins of 1909-1910 allowed 7 lb. Entrance \$10. Three quarters of a mile.

Mr. F. B. Marshall's Maple Tree, 1st 12lb (Vida) 1
Mr. John Peel's Silverton, 2nd 12lb (Johnstone) 2
Mr. Ellis Kadoorie's Belgian Chief, 3rd 12lb (Moller) 3

Mr. Buxey's Dwarf Rose, 4th 12lb (Burkill) 4
Mr. Dryad's Sonora, 5th 12lb (Laurence) 5
General Broadwood's Rufus, 6th 12lb (Heathcote) 6

Mr. T. F. Hough's Cadmus's Dream, 7th 12lb (Master) 7

* 1lb overweight

Maple Tree led from Sonora, Dwarf Rose and Silverton. The latter two were overtook the leader and was followed by Cadmus's Dream, Maple Tree being third. Coming round the bend Dwarf Rose got into fifth position from Sonora, Silverton was still leading from Maple Tree. The field raced in a bunch on entering the home straight, the favourites racing neck and neck. Maple Tree challenged Silverton, the latter falling to resist, Mr. Vida's mount caught the judge's eye by a neck from Silverton. Belgian Chief finished third.

Time: 1m. 35 3/5 sec.

Pari-Mutuel.
Ponies. Win. Place.
Maple Tree 95 156
Silverton 15 15
Belgian Chief 9 19

Dividends:—Win, \$10.
Places, \$8.50, \$8.50, \$16.00.
Cash Sweep:—
Ticket No. 66, 1st, \$1,450.65
" 211, 2nd, \$405.65
" 219, 3rd, \$402.65
Commission, \$255.50

Total, \$2,211.00

Dividends:—Win, \$10.00.
Places, \$8.50, \$8.50, \$16.00.
Cash Sweep:—
Ticket No. 125, 1st, \$185.10
" 30, 2nd, \$138.60
" 71, 3rd, \$69.30
Commission, \$77.00

Total, \$770.00

3.—THE VICTORIA STAKES.—Winner \$500. Second \$150. Third \$75. For China ponies, weight for inches as per scale. Bond 1/2d griffins on date of entry allowed 5 lb. Subscription griffins of this season 1909-1910 allowed 10 lb. Entrance \$10. One mile.

Mr. Buxey's Little Gem Rose, 1st 12lb (Burkill) 1
Messrs. Beverley and Standish's Worcester, 2nd 12lb (Laurence) 2
Mr. John Peel's Heraldic, 3rd 12lb (Johnstone) 3

Mr. Ellis Kadoorie's Tartar Chief, 4th 12lb (Moller) 4
Mr. L. L. Leeson's Seafoam, 5th 12lb (Crichton) 5
Mr. D. M. Slater's Rajput, 6th 8lb (Slater) 6

* 1lb overweight

The position before the fall of the flag was: Tartar Chief on the rails, Seafoam second and Little Gem Rose on the outer course. No difficulty was experienced in getting the field away on equal terms. Heraldic soon settled down in front of Tartar Chief. First time past the spectators' stand the order was Heraldic, Worcester and Tartar Chief. This was the order also at the back stretch, Rajput bringing up the rear. Going past the Bowington Bridge Heraldic still maintained his lead but pushed by Worcester with Little Gem Rose behind him and Tartar Chief fourth. Nearing the Football Stand the distance was reduced between the leaders by the hot pace made by Little Gem Rose who parted Worcester in second place up the hill to the Black Rock. Heraldic was now rapidly losing ground. Little Gem Rose, who led the field at the village bend and stuck to the rails, Worcester gamely challenging, Heraldic was beaten. Tartar Chief made a big effort and overtook, successively, Heraldic and Worcester. The latter ran a splendid finish but Little Gem Rose was too speedy for him and he lost by two lengths. Heraldic was third by half a length from Tartar Chief. Rajput was many lengths behind last. The race was run in record time.

Time: 2m. 04.

Pari-Mutuel.
Ponies. Win. Place.
Little Gem Rose 432 345
Worcester 22 81
Heraldic 39 204

Dividends:—Win, \$5.50.
Places, \$5.50, \$9.30, \$6.40.
Cash Sweep:—
Ticket No. 77, 1st, \$65.05
" 4, 2nd, \$186.30
" 153, 3rd, \$93.15
Commission, \$195.50

Total, \$1,035.00

4.—THE VALLEY STAKES.—Winner \$500. Second \$150. Third \$75. For China ponies, subscription griffins of this season 1909-1910. Weight for inches as per scale. Entrance \$10. Three quarters of a mile.

Mr. W. G. Pirie's Man Man, 1st 12lb (Johnstone) 1
Capt. Dwyer and Beasley's Kerry, 2nd 12lb (Laurence) 2
Mr. Buxey's Victoria Rose, 3rd 12lb (Burkill) 3

General Broadwood's Boreas, 4th 12lb (Heathcote) 4
Mr. F. B. Marshall's Walnut Tree, 5th 12lb (Vida) 5
Mr. G. Q. Henrique's Valentin, 6th 12lb (Owner) 6

Messrs. Stabb and Murray Stewart's Cobalt, 7th 12lb (Crichton) 7
Mr. Medico's Christmas Daisy, 8th 12lb (Master) 8
Mr. Ellis Kadoorie's Roumanian Chief, 9th 12lb (Moller) 9

Capt. P. H. M. Taylor's Tomhawk, 10th 12lb (Owner) 10

* 5lb allowance

Man-Man had the best of a bad start and, believing his chance, quickly made the best of his advantage. Cobalt showed the way to Victoria Rose, the rest of the procession order with Valentin at the tail end. At the Black Rock Man-Man held his leadership and was never threatened, finishing an easy first. Cobalt and Victoria Rose raced for second honours and Cobalt was displaced by Victoria Rose who, in turn, lost to Kerry by a head. Valentin was last. Walnut Tree commanded a large number of supporters, but he was never in the race.

Time: 1m. 31 3/5 sec.

Pari-Mutuel.
Ponies. Win. Place.
Man Man 148 325
Kerry 16 108
Victoria Rose 18 18

Dividends:—Win, \$15.00.
Places, \$7.50, \$14.90, \$18.30.
Cash Sweep:—
Ticket No. 176, 1st, \$806.40
" 106, 2nd, \$30.40
" 53, 3rd, \$115.20
Commission, \$128.00

Total, \$1,180

5.—THE FOOCHOW CUP.—Winner \$500. Second \$150. Third \$75. For China ponies, weight for inches as per scale. Ponies who have never won a race and griffins allowed 5 lb. Subscription griffins of this season 1909-1910 allowed 10 lb. Jockeys who have never had a winning mount in either Hongkong, Shanghai or Tientsin allowed 5 lb. Allowances accumulative. Entrance \$10. Two miles.

Mr. F. B. Marshall's Palm Tree, 1st 12lb (Vida) 1
Mr. Dryad's Barry, 2nd 12lb (Laurence) 2
Mr. Buxey's Celia Rose, 3rd 12lb (Burkill) 3

To an even start, Celia Rose and Palm Tree parted from the commencement of the race and secured the first round in company followed by Barry. When the trio passed the Grand Stand for the second time Palm Tree on the rails had the smallest of advantages over Celia Rose and Barry third. Palm Tree pushed to the front at the green gate round the Football Stand and from thence the race was his. Barry creeping into second place held it from Celia Rose until the finish. It was a tame race and won in easy style by Palm Tree in.

Time: 4m. 24 1/5 sec.

Pari-Mutuel.
Ponies. Win. Place.
Palm Tree 126 131
Barry 16 19
Celia Rose 119 9

Dividends:—Win, \$10.
Places, \$8.50, \$14.90, \$18.30.
Cash Sweep:—
Ticket No. 176, 1st, \$806.40
" 106, 2nd, \$30.40
" 53, 3rd, \$115.20
Commission, \$128.00

Total, \$1,180

6.—THE TRIAL PLATE.—Winner \$500. Second \$150. Third \$75. For China ponies, bond 1/2d griffins on date of entry. Weight for inches as per scale. Subscription griffins of the season 1909-1910 allowed 7 lb. Winner of the Maiden Stakes 7 lb extra. Jockeys who have never had a winning mount in either Hongkong, Shanghai or Tientsin allowed 5 lb. Allowances accumulative. From the two-mile post once round and in.

Mr. Buxey's Royal Rose, 1st 12lb (Burkill) 1
Mr. F. B. Marshall's Persimmon Tree, 2nd 12lb (Vida) 2
Mr. John Peel's Lamerton, 3rd 12lb (Johnstone) 3

Mr. Ellis Kadoorie's Rubber Chief, 4th 12lb (Moller) 4
* 1lb overweight.

Persimmon Tree made the running with Royal Rose, while Rubber Chief and Lamerton went together in close company. The quartette raced in couples round the back stretch. At this stage Persimmon Tree took the lead and was ahead by about half a length from Royal Rose who closed with his competitor and for the next quarter of a mile raced neck and neck as far as the village bend; Rubber Chief was third and Lamerton fourth. Persimmon Tree forced the pace and shot to the front by several lengths cantering into the home straight. Mr. Vida seemed confident of a win little suspecting Royal Rose who was hugging the rails and answered gamely to every call made by Mr. Burkill. In fine style Royal Rose shot ahead within ten yards or so of the winning post and when Mr. Vida applied the whip to his mount it was then too late for Persimmon Tree who lost by half a length to Royal Rose. Lamerton was a good third.

Time: 2m. 10 1/5 sec.

Pari-Mutuel.
Ponies. Win. Place.
Royal Rose 353 480
Persimmon Tree 85 168
Lamerton 141 180

Dividends:—Winner, \$21.40.
Places, \$8.20, \$5.90.
Cash Sweep:—
Ticket No. 278, 1st, \$1,454.15
" 248, 2nd, \$418.30
" 198, 3rd, \$209.25
Commission, \$233.50

Total, \$2,324.40

7.—THE GARRISON CUP.—Presented by the officers of the Garrison. Second to receive \$150; and third \$75. For China ponies, subscription griffins of any season. Weight for inches as per scale. Winners at previous meetings of one race 7 lb; of more than one 14 lb; at this meeting 5 lb extra. Penalties accumulative. Jockeys who have never had a winning mount in either Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance \$10. One mile.

Mr. T. F. Hough's Cadmus's Fame, 1st 12lb (Vida) 1
Mr. Buxey's Warrior Rose, 2nd 12lb (Burkill) 2
Mr. Ellis Kadoorie's Servant Chief, 3rd 12lb (Moller) 3

Mr. Ottery's Trevelin, 4th 12lb (Crichton) 4
Mr. Shattam's Fast, 5th 12lb (Kremer) 5
Mr. Dan's Greyback, 6th 12lb (Morley) 6
Mr. Johnston's Younger Brother, 7th 12lb (Owner) 7

Capt. Dwyer & Beasley's Kerry, 8th 12lb (Laurence) 8
Mr. W. G. Pirie's Richhaw Man, 9th 12lb (Johnstone) 9
Admiral Lambton's Kamran, 10th 12lb (Heathcote) 10

Mr. Smith's Dartmoor, 11th 12lb (Williams) 11
Mr. Lawork's Spirit Level, 12th 12lb (Blair) 12

* 5lb allowance.

After two false starts due to Kerry running away in the first and Spirit Level in the second, the large field got away to a capital start. Cadmus's Fame settled down in front from Trevelin and Fast. Fast shot to the front and just as promptly surrendered his position to Cadmus's Fame who raced first, hotly pursued by Trevelin, with Kerry third and Warrior Rose fourth. Younger Brother was last but one. Up the hill Cadmus's Fame led from Spirit Level with Kerry in the third place. Mr. Johnston at this stage called upon Younger Brother and the dark-blue and carline cap showed well up in the bunch when widening round the further bend. Kerry fell away. Warrior Rose secured the position of advantage on the rails and raced neck and neck with Cadmus's Fame; Servant Chief just a length behind third. Every inch of ground was keenly contested and the leaders passed the winning post together, dividing the honours between them. Servant Chief was third. This was the most exciting finish of the day.

Time: 2m. 09 sec.

Pari-Mutuel.
Ponies. Win. Place.
Cadmus's Fame 161 327
Warrior Rose 29 96
Servant Chief 731 1,711

Dividends:—Winner, Cadmus's Fame \$5.10.
Places, \$3.00, \$6.60, \$16.20.
Cash Sweep:—
Ticket No. 169, 1st, \$992.25
" 307, 2nd, \$992.25
" 172, 3rd, \$220.50
Commission, \$245.00
Total, \$2,450.00

8.—THE PROFESSIONAL CUP.—Value \$500. Presented. Second to receive \$150; and third \$75. For griffins on date

THE RACES.

STEWARDS:—His Excellency, Sir F. J. D. Lugard, K.C.M.G., C.B., D.S.O.; His Excellency Vice-Admiral The Hon. Sir H. Lambton, K.C.B., K.C.V.O., A.D.C.; His Excellency Major Genl. R. G. Broadwood, C.B.; Commodore H. Lyons, R.N., A.D.C.; The Hon. Sir Paul Chater, Kt. C.M.G.; The Hon. Sir May, K.C.M.G.; The Hon. Mr. W. J. Gresson; Mr. F. B. Deacon, Major W. A. Eaton, Messrs. H. J. Gedge, J. A. Jupp, Capt. F. W. Lyons, Messrs. N. J. Stabb, and H. P. White.

STEWARDS IN CHARGE OF THE SCALE:—Mr. H. J. Gedge and Capt. F. W. Lyons.

HANDICAPPER:—Major W. A. Eaton and Mr. J. A. Jupp.

JUDGES:—The Hon. Sir Paul Chater, Kt. C.M.G.

ASSISTANT JUDGE:—Major W. A. Eaton.

STARTER:—The Hon. Sir Henry May, K.C.M.G.

SECOND STARTER:—Mr. M. W. Slade.

TIME KEEPER:—Mr. T. S. Forrest.

HON. TREASURER:—Mr. J. F. Cox-Edwards.

CLERK OF THE COURSE:—Mr. T. F. Hough.

SECOND DAY, WEDNESDAY, 16TH FEBRUARY.

Very similar weather conditions prevailed to-day—the second day of the Hongkong Jockey Club's annual race meeting—as on the opening day yesterday. There was glorious sunshine again which, added to the fact that the classic event of the meeting was to be contested for, drew an even larger attendance of Europeans, within the enclosure than on Tuesday. The surging crowds of Chinese in the private booths and in the circle enclosed within the rails on the green must have numbered several thousands. The naval and military element inside the course which used to predominate in former years, was this year conspicuous by its absence, and this is all the more remarkable on account of the presence in the harbour of a large fleet of British and foreign men-of-war. As on the first day of the meeting, despite the enormous crowds gathered around the approaches to and in the Happy Valley itself, not a single instance has been brought to notice of disorderliness, which furnishes yet another proof of the happy humour of the Chinese rabble when on pleasure bent.

The sight within the enclosure told none of its vividness and animation on the second day of the meeting, with one notable exception. The Grand Stand and private stands were literally alive with bustle and floral decorations. The exception to which we refer was Mr. H. N. Mody's stand. With that gentleman, the community will sympathize in his recent and bereavement. Mr. Mody has been as prominently identified with the "Sport of Kings" in Hongkong as he is known in the little world of ours as the "Napoleon of the Rialto," and his enforced absence from the field to-day, where his familiar figure was never missed, before the Derby Day, was very generally regretted. The stands belonging to the Sister Services were, in particular, tastefully decorated; the profusion of floral festoons displayed with an artistic eye was a feature of the decorations.

The ladies of the Colony again graced the occasion with their presence in increasingly large numbers and their pretty costumes and delicately trimmed hats lent colour and charm to the tout ensemble. His Excellency Sir Frederick Lugard, who never fails to identify himself with the members of the community whether in business or pleasure, was an interested spectator from an early hour of the day and stayed to the very end of the races. His Excellency was accompanied by Capt. Simion, private secretary, and on arrival was welcomed by the Stewards of the Jockey Club while the Band in attendance played the opening bars of "God Save the King."

The pari-mutuel attracted the usual patrons and those who had been investing in anticipation of surprises were justified by the result of the first race, although none were hoaxed as they were yesterday when, after accepting the possibilities of a loss, backers of the first and second placed ponies got back their \$5 bills without so much as a cent of gain in the race for the Hongkong Club Cup. The popularity of the cash sweeps is demonstrated by the higher prices in the later races of the day. The fortunate drawer of the winning ticket No. 200 in the Derby came in for \$3,344.50, a sum which is not to be despised.

While notice has been made of every form of attraction contributing to the pleasure of the day, mention must not be omitted of the excellent music provided by the Band of the Buffs which played various selections to the delight of the public. The arduous duties of the police were carried out in the same admirable manner the community is now accustomed to expect from them. The Hongkong Electric Traction Co., was responsible for the conveyance of the enormous number of passengers which reflects the highest credit on Traffic Superintendent Course. We were informed by an official that the tram carried the record traffic to-day.

We will now proceed to summarize the most important features of each of the ten races of the day. To begin with the Jockey Cup brought out a field of fourteen ponies. The condition of the race was that the ponies must be ridden by jockeys who have not had more than two winning mounts previously. Hartwood, after his exhibition in the Wong-nel-chung Stakes yesterday, was greatly fancied for a win in this race, an opinion which was strengthened by Mr. Johnston's declaration on the board "best to win." The rider of Hartwood carried a yellow cap, to distinguish him from his stable companion with the corse, for this race. The result was a complete surprise when Resolution won and three ponies finished dead heat for second place. This was never known before in the annals of Hongkong racing. There were no backers in the pari-mutuel for a win. A protest was lodged with the Stewards against the Club's decision not to pay out on the "winners" in the "pari." The protest was considered at a private meeting of the Stewards, and it was not

upheld. The Exchange Plate was an easy win for Kirkpatrick II, the favourite. The Hongkong Derby was an open event and was keenly contested by Royal Rose, who was splendidly ridden by Mr. Burkill, the "pacing" being made by Persimmon Tree from the very start. Mr. Johnston on Meynell did his level best to capture the blue ribbon of the meeting, and if he failed, it was due to the better pony winning. Mrs. Burkill led Royal Rose into the paddock, Hon. Mr. W. J. Gresson Meynell, and Mr. F. B. Marshall Maple Tree. Quite an ovation was accorded to Mr. Burkill for his excellent win. The betting on the winners was as follows:—

Maple Tree	46
Sorosis	11
Meynell	400
Dwarf Rose	60
Rubber Chief	11
Persimmon Tree	203
Royal Rose	103

For Places:—	833
Maple Tree	90
Sorosis	90
Meynell	680
Dwarf Rose	71
Rubber Chief	45
Persimmon Tree	345
Royal Rose	273

The German Cup provided another excellent finish between Warrior Rose, Man Man and Cadzow's Fame. Man Man was just beaten by Warrior Rose at the post. After this race there was an adjournment for fifteen minutes. H. E. Baron H. Kamimura and suite were the guests of the Hon. Mr. W. J. Gresson at luncheon.

The first race after the interval was the China Stakes when Pet Rose started a hot favourite. It was won by Mr. Buxey's representative after a tame race. For the Lusitano Cup six ponies started. It was a capital race. Belgian Chief's placing in second position from Silvertown—the winner—by a nose proved extremely exciting. The next great race of the day was the Challenge Cup, when Spring Rose confirmed popular favour, which he justified by winning in easy style from last year's winner—Giesler. The Navy Cup was snatched from Kerry by Mr. Johnston on Blackmore Vale, Capt. P. H. M. Taylor's Tomahawk finishing a good third. Fig Tree's win in the Pares Cup was a capital one; he managed to beat Sorosis in the last lap by a length. The last race of the day was the Gymkhana Club Cup which brought out the large field of seventeen ponies, resulting in a win for Victoria Rose by a neck from Lamerton.

We subjoin the detailed results of the races:—

1.—THE JOCKEY CUP.—Winner \$300. Second \$150. Third \$75. For China ponies; subscription griffin of any season. To be ridden by jockeys who have not had more than two winning mounts previous to this meeting in Hongkong or China. Weight for inches as per scale. Winners barred. Entrance \$10. Once round.

Mr. Crookenden's Resolution, 1st 1lb 11oz (Brice) 1

Mr. Medico's Christmas Daisy, 1st 1lb 11oz (Col. Bayard) 2

Admiral Lambton's Double Dragon, 1st 1lb 11oz (Heathcote) 3

Mr. W. G. Pirie's Richshaw Man, 1st 1lb 11oz (Blair) 4

Mr. Johnston's Hartwood, 1st 1lb 11oz (Scarlett) 5

Mr. G. Q. Henriques' Valentine, 1st 1lb 11oz (Owner) 6

Capt. P. H. M. Taylor's Tomahawk, 1st 1lb 11oz (Owner) 7

Mr. Ottery's Butcher, 1st 1lb 11oz (Hickmann) 8

Mr. Johnston's Younger Brother, 1st 1lb 11oz (Bell-Irving) 9

Mr. Borneo's Bintang Pindar, 1st 1lb 11oz (Klimanek) 10

Mr. Maggie's Job Trotter, 1st 1lb 11oz (Kremer) 11

Mr. Smith's Dartmoor, 1st 1lb 11oz (Williams) 12

Mr. Q. T.'s Insaur, 1st 1lb 11oz (Morley) 13

Major W. A. Eaton's Pinnacles, 1st 1lb 11oz (Fitzherbert) 14

Mr. Seth's Lightfoot, 1st 1lb 11oz (Owner) 15

A capital start considering the size of the field. Resolution headed round and took the front, but being challenged by Christmas Daisy yielded that position to the latter. Colonel Bayard's mount led all the way down to the village. Before that Hartwood was creeping up from the tenth to the sixth position. Leading in the home straight Christmas Daisy showed the way to some five or six ponies all in a bunch close to his heels. Hartwood lost ground in turning to the outer course, but Resolution shot to the front quite unexpectedly and took the race a winner by a short length. Christmas Daisy, Double Dragon and Richshaw Man finished level.

Time: 2m. 59 4/5 sec.

Ponies.	Win.	Place.
Resolution	0	10
Double Dragon	6	26
Christmas Daisy	3	21
Richshaw Man	3	10

Dividends:—Winner—No dividend.	
Places Resolution \$70.00, Double Dragon \$21.50; Christmas Daisy \$25.50; Richshaw Man \$48.70.	
Cash Sweep:—	
Ticket No. 9, 1st \$393.75	
" 80, 2nd \$5.25	
" 3, 3rd \$5.25	
Commission \$61.50	
Total \$625.00	

2.—THE EXCHANGE PLATE.—Value \$1,000. Presented by the Bankers and Exchange Brokers of Hongkong. Second to receive \$150; and third \$100. For China ponies. Weight for inches as per scale. Winners at this meeting of one race 7 lb., of two or more races 10 lb. extra. Griffin allowed 5 lb. Subscription griffin of this season 1909-1910 allowed 10 lb. Entrance \$15. From the two-mile post once round and in.

Ponies.	Win.	Place.
Royal Rose	103	273
Meynell	400	680
Maple Tree	346	90

Dividends:—Win, \$16.30	
Places, \$5.30, \$5.60, \$13.20	
Cash Sweep:—	
Ticket No. 200, 1st \$3,344.50	
" 48, 2nd \$95.00	
" 156, 3rd \$477.50	
Commission \$575.00	
Total \$5,350.00	

3.—THE HONGKONG DERBY.—A sweepstakes of \$10 each with \$2,000 added. For China ponies, born & bred in Hongkong, date of entry. First pony to receive 70 per cent.; second 20 per cent.; and third 10 per cent. Weight for inches as per scale. One mile and a half.

Mr. Buxey's Royal Rose 1st 1lb (Burkill) 1

Mr. John Peel's Meynell 1st 1lb (Johnstone) 2

Mr. F. B. Marshall's Maple Tree 1st 1lb (Grichton) 3

Mr. Dryadust's Sorosis 1st 1lb (Laurence) 4

Mr. Buxey's Dwarf Rose 1st 1lb (Moller) 5

Mr. Ellis Kadoorie's Rubber Chief 1st 1lb (Owner) 6

Mr. F. B. Marshall's Persimmon Tree, 1st 1lb 11oz (Vida) 7

This was a beautiful race. Buxey's and Marshall's stables were represented by two ponies each, while Dryadust's, Ellis Kadoorie's and John Peel's sent out one each to capture the blue ribbon of the meeting. The companion trees were the first to make their appearance on the course, Maple Tree being led to the post by his mao. Meynell then quietly followed, Royal Rose coming after with Sorosis behind him. Dwarf Rose had to be led up by way of Bowington to meet the starters. Royal Rose was given a little crevice by being trotted by Mr. Burkill for a sharp quarter mile. The starters found no difficulty in getting the field away. Persimmon Tree at once settled down in front of Sorosis, Maple Tree, Dwarf and Royal Rose, Meynell and Rubber Chief. In the first quarter of the race Persimmon Tree was leading by several lengths from Sorosis, Dwarf Rose third, Maple Tree, Meynell and Rubber Chief bringing up the rear. Royal Rose took the second place from Sorosis on entering the straight for the first time when Persimmon Tree was making the pace a rapid one for the field. First time passed the Stand the order was: Persimmon Tree, Dwarf Rose, Royal Rose, Sorosis, Meynell, Maple Tree and Rubber Chief. Persimmon Tree still commanded at the back stretch from Dwarf Rose, followed by Meynell. Sorosis took second place at the Football Stand, the rest in hot pursuit, Rubber Chief being last. Persimmon Tree was leading up the incline with Sorosis on his heels, and Dwarf Rose third. Meynell, creeping up, displaced Dwarf Rose at the Black Rock. Persimmon Tree, at this stage, still commanded the premiership, but this staying power was seen to begin to give way rapidly after the hot pace he put in the first stages of the race. Mr. Johnston now called upon Meynell who answered in grand style and with every stride reduced his distance from the leader. Persimmon Tree was only a length to the front at the village bend; he hugged the rails with Meynell by his side. Royal Rose dangerously threatened the leaders at the last quarter, and the three—Persimmon Tree, Royal Rose and Meynell—raced neck and neck. Persimmon Tree fell away in favour of his stable companion—Maple Tree, and the race resolved itself between Meynell and Royal Rose. Mr. Burkill's mount proved the superior pony of the two and passed the winning post a clear length in front of Meynell. Maple Tree was a good third. Dwarf Rose finished last. The race was intensely interesting and exciting in the finish.

Time: 3m. 17 1/5 sec.

Ponies.	Win.	Place.
Royal Rose	103	273
Meynell	400	680
Maple Tree	346	90

4.—THE GERMAN CUP.—Presented by members of the Club Germania. Second to receive \$200; and third \$100. For China ponies, subscription griffin of this season 1909-1910. Weight for inches as per scale. Entrance \$10. One mile and a quarter.

Mr. Buxey's Warrior Rose 1st 1lb (Burkill) 1

Mr. W. G. Pirie's Man Man, 1st 1lb (Johnstone) 2

Mr. John Peel's Kirkpatrick II, 1st 1lb 11oz (Johnstone) 3

Messrs. Baysley & Standish's Worcester, 1st 1lb 11oz (Laurence) 4

Mr. Buxey's Réve d'Or Rose, 1st 1lb 11oz (Burkill) 5

Mr. Ellis Kadoorie's Tartar Chief, 1st 1lb 11oz (Moller) 6

* 3lb over.

* 7lb penalty.

Kirkpatrick II. started the favourite. The quartette got away on equal terms. Worcester took the lead on passing the Stand in front of Tartar Chief, while Réve d'Or Rose and Kirkpatrick II. formed a partnership. At the Bowington Gate the field was in processional order, headed by Worcester, Tartar Chief, Kirkpatrick II. and Réve d'Or Rose. Mr. Johnston began to let go as the hill was negotiated and Kirkpatrick shot to the second and then the first position as he entered the straight. Worcester tried hard to challenge, but he was no match for John Peel's favourite. Kirkpatrick II. won in the same record.

Time: 2m. 18 2/5 sec.

Ponies.	Win.	Place.
Kirkpatrick II	237	231
Worcester	68	96
Réve d'Or Rose	90	196

Dividends:—Win, \$7.80	
Places, \$5.70, \$5.10	
Cash Sweep:—	
Ticket No. 62, 1st, \$562.85	
" 78, 2nd, \$179.10	
" 56, 3rd, \$89.55	
Commission, \$99.50	
Total, \$995.00	

5.—THE CHINA STAKES.—Winner \$500. Second \$150. Third \$75. For China ponies. Weight for inches as per scale. Winners at this meeting of one race 7 lb.; of two or more races 10 lb. extra. Griffin allowed 5 lb. Subscription griffin of seasons 1908-1909 and 1909-1910 that have not won more than one race allowed 10 lb. Entrance \$10. Five furlongs.

Mr. Buxey's Pet Rose, 1st 1lb 11oz (Burkill) 1

Mr. John Peel's Heraldic, 1st 1lb 11oz (Johnstone) 2

Mr. Ellis Kadoorie's Llama Chief, 1st 1lb 11oz (Moller) 3

Mr. D. M. Slater's Rajput, 1st 1lb 11oz (Owner) 4

Mr. Billards' Snapper, 1st 1lb 11oz (Kremer) 5

Mr. Dash's Greyback, 1st 1lb 11oz (Heathcote) 6

Major H. Finlay's Billy, 1st 1lb 11oz (Master) 7

* 1lb over.

* 6lb over.

Pet Rose led at the start from Snapper and the others hard behind. Heraldic coming up took the lead in the straight but had to yield it to Pet Rose who finished first a length in front of Heraldic, who was second. Llama Chief finished third. It was a tame race.

Time: 2m. 15 3/5 sec.

Ponies.	Win.	Place.
Pet Rose	248	499
Heraldic	184	354
Llama Chief	250	376

Dividends:—Win, \$14.80	
Places, \$5.30, \$5.70, \$5.60	
Cash Sweep:—	
Ticket No. 365, 1st, \$1,638.00	
" 382, 2nd, 468.00	
" 323, 3rd, 234.00	
Commission, 260.00	
Total, \$2,600.00	

6.—THE LUSITANO CUP.—Presented by the members of the Club Lusitano. For China ponies, born & bred in Hongkong, date of entry. Second to receive \$150; and third \$75. Weight for inches as per scale. Subscription griffin of this season 1909-1910 allowed 7 lb. Winners 7 lb. extra. Entrance \$10. One mile.

Mr. John Peel's Silvertown, 1st 1lb 11oz (Johnstone) 1

Mr. Ellis Kadoorie's Belgian Chief 1st 1lb 11oz (Moller) 2

Mr. F. B. Marshall's Clive Tree 1st 1lb 11oz (Vida) 3

Mr. T. F. Hough's Cadzow's Dream 1st 1lb 11oz (Master) 4

Mr. Buxey's Real Rose 1st 1lb 11oz (Burkill) 5

General Broadwood's Rufus 1st 1lb 11oz (Heathcote) 6

* 3lb overweight.

A level start. First round past the Judge's Box the order was: Silvertown, Olive Tree, Rose and Cadzow's Dream was last. At the back stretch Silvertown led from Olive Tree with Real Rose third, Rufus fourth, Belgian Chief fifth and Cadzow's Dream last. In processional order the field negotiated the hill to the Black Rock, when Silvertown partnered Olive Tree, Cadzow's Dream Real Rose, and Rufus Belgian Chief. Silvertown led slightly from Cadzow's Dream round the bend. Real Rose took the outer course racing home. Belgian Chief was now coming up strong and challenged Silvertown and Olive Tree. A fine race ensued to the winning post when Olive Tree was almost locked in (Olive Tree's rider) raising his whip called out "Foul," but no protest was lodged after the fact. Silvertown won by a nose. Belgian Chief was a splendid second. Olive Tree was third.

Time: 2m. 06 4/5 sec.

Ponies.	Win.	Place.
Silvertown	315	474
Belgian Chief	93	188
Olive Tree	204	284

Dividends:—Win, \$13.30	
Places, \$5.80, \$6.00, \$6.70	
Cash Sweep:—	
Ticket No. 221, 1st, \$1,864.80	
" 226, 2nd, \$532.80	
" 465, 3rd, \$266.40	
Commission, \$296.00	
Total, \$2,960.00	

7.—THE CHALLENGE CUP.—Value one hundred guineas. For China ponies. A forced entry of \$10 each, but optional to China ponies subscription griffin of this or previous seasons. Weight for inches as per scale. To be won two years consecutively by a pony or ponies the bond & fee property of the same owner or owners. Winner to receive \$300 and 70 per cent, second \$100 and 30 per cent, and third \$50 and 10 per cent of the entrance fees until the cup is finally won, when the second pony will receive 75 per cent, and third pony 25 per cent of the entrance fees. One mile and three quarters.

Mr. Buxey's Spring Rose, 1st 1lb 11oz (Burkill) 1

Messrs. Findlay Moir's Giesler, 1st 1lb 11oz (Vida) 2

Mr. F. B. Marshall's Palm Tree, 1st 1lb 11oz (Moller) 3

Mr. Medico's Starlight, 1st 1lb 11oz (Master) 4

Mr. Dryadust's Barry, 1st 1lb 11oz (Owner) 5

Mr. Johnston's Salvatore, 1st 1lb 11oz (Owner) 6

Palm Tree settled down in front of Barry at the start with Giesler last. Going round the village bend for the first time Spring Rose challenged the leader (Palm Tree) but fell into second place, Barry being third. Racing in front of the spectators' stand for the first round Palm Tree led the procession. Spring Rose was second, Barry third and Salvatore last. At the Football Stand none disputed Palm Tree's leadership. By this time Giesler had crept into third place and Mr. Burkill worked up level with Palm Tree. Spring Rose led down the incline and was gamely challenged by Giesler on the outside. Mr. Burkill sticking to the rails. Palm Tree was losing ground and the race for first place hung in the balance between Spring Rose and Giesler. Mr. Burkill's mount winning by three-quarters of a length.

Time: 3-53 1/5 sec.

Ponies.	Win.	Place.
Spring Rose	595	630
Giesler	299	384
Palm Tree	106	192

Dividends:—Win, \$1,501	
Places, \$5.20, \$5.60, \$6.80	
Cash Sweep:—	
Ticket No. 242, 1st, \$1,810.80	
" 40, 2nd, \$517.40	
" 337, 3rd, \$254.40	
Commission, \$286.00	
Total, \$2,860.00	

8.—THE NAVY CUP.—Presented by the officers of His Majesty's fleet. Second to receive \$150; and third \$75. For China ponies, subscription griffin of this season 1909-1910. Weight for inches as per scale. Winner of the German Cup to 10 lb.; other winners 7 lb. extra. Entrance \$10. From the two-mile post once round and in.

Mr. John Peel's Blackmore Vale, 1st 1lb 11oz (Johnstone) 1

Capt. Dwyer and Beasley's Kerry, 1st 1lb 11oz (Laurence) 2

Capt. P. H. M. Taylor's Tomahawk, 1st 1lb 11oz (Heathcote) 3

Mr. Ellis Kadoorie's Bulgarian Chief, 1st 1lb 11oz (Moller) 4

Mr. F. B. Marshall's Walnut Tree, 1st 1lb 11oz (Vida) 5

Mr. Borneo's Bintang Pindar, 1st 1lb 11oz (Master) 6

Messrs. Stabb & Murray Stewart's Cobalt, 1st 1lb 11oz (Crichton) 7

Mr. Dash's Sunny Jim, 1st 1lb 11oz (Brice) 8

Mr. Shamlen's Honam, 1st 1lb 11oz (Kremer) 9

* 2lb overweight.

A capital start. Bulgarian Chief forged ahead from Kerry on the rails second, Tomahawk third. First

THIRD DAY.—THURSDAY, 17TH FEBRUARY.

The 1910 race meeting of the Hongkong Jockey Club was brought to a close to-day, and for the future chronicler of the annals of racing in the Colony the season just concluded will be remembered for many distinguishing features. Noteworthy among them was the unique fact recorded yesterday that for the winner of the Jockey Cup there were no backers in the pari-mutuel and three ponies finished dead heat in the same race for second place. For the number of close and exciting finishes the present meeting also beats all previous records and for "clean" racing the Club maintains its traditional clean slate. Yet for another reason will the present meeting be conspicuous from all others by the fact that it was honoured by Vice-Admiral Baron H. Kakimura, Commander-in-Chief of the First Japanese Battleship Squadron, with his Excellency's presence, on the opening day as the honoured guest of the Stewards of the Club; and on the second as that of the Hon. Mr. W. J. Gresson, the owner of John Peel's successful stud of ponies. The Officers of his Majesty's Fleet were "At Home" at their private stand at the Race Course this afternoon. As the principal Steward of the Hongkong Jockey Club, His Excellency Sir Frederick Lugard did not miss a single day, arriving each day between the first and second races and taking a keen interest in them to the very finish. It was noteworthy that the Governor's private stand had, throughout the meeting, its full complement of visitors, and His Excellency's deservedly popular side-deck—Capt. P. H. M. Taylor—possessed a special place of honour. Even though Capt. Taylor was not so fortunate as other owners in his draw for the subscription griffins, Tomabaw's running in the Navy Cup yesterday must have delighted his owner at the same time as a great many would have been pleased to have seen his placing reversed from third to first position.

In point of numbers the attendance did not suffer any diminution to-day from that of the two previous days. In fact, the opposite has been the case. Being Ladies' Day, the fair sex was much more in evidence and their pretty gowns attracted the attention of many who were not too engrossed in their endeavour "to spot" the winners and were accordingly influenced by the environment. Rarely before has the Grand Stand held such an assembly of ladies as it did to-day after the race for the Ladies' Purse was run, of which more anon. The paddock was uncomfortably crowded, and the impression is beginning to get a hold in many minds that the European and sporting community is steadily outgrowing the enclosure within the gates on race-days. This was noticeable this afternoon—a somewhat pleasing fact, however, which testifies to the popularity of the annual race meeting. On the green the Chinese, too, were reinforced in numbers and a more orderly and easily pleased crowd is difficult to find anywhere in the world.

It is difficult to conclude the year's chronicle of horse-racing on the Island without a due meed of praise to the Stewards and owners for the excellent sport provided to the public at such little cost to the community. There is no question that the sporting fraternity is largely indebted to the Stewards of the Jockey Club for the studied arrangements which gave such complete satisfaction throughout. Upon Mr. T. F. Hough, the clerk of the course, has fallen the brunt of the work. But he has emerged from the ordeal with conspicuous success. Sir Henry May and Mr. H. J. Gedge as starters have no equal and the way in which the fields—often large ones—were got away in equal terms speaks much for their sense of fair play and correct judgment. Capt. F. W. Lyons' position in charge of the scales was no sinecure, and Sir Paul Chater's decision was never, in any single instance, questioned. To our visitors and especially those who have entered such fine ponies as those represented by the "Tree" stable, Hongkong is largely indebted for the present season's success. The same must be said of the riders who have shown what jockeyship can do in deciding the issue of a race. Among the latter mention must be made of Messrs. Burkill's, Vids's, and Moller's riding, without whom the chances would have proved uneven in many a closely contested event this season.

The police have again rendered excellent service. So also have the officials of the Tramway Company, against whom not one word of complaint has been heard. The Buffs' regimental band played an extended programme of musical selections which went a long way to enliven the three days' proceedings. As for the races, to-day, it began with the Grand Stand Stakes open to griffins only. There were six starters. Most people fancied Meynell (Mr. Johnstone's mount). His jib penalty told against him in the race and although Meynell assumed the lead at one stage of the race, Persimmon Tree experienced no difficulty in overhauling him and won the race as he liked in record time—1 m. 30 sec. against Tube Rose's previous record of 1 m. 30 1/2 sec. The Great Southern Stakes brought out five starters and was won in comfortable style by Worcester, Mr. Laurence riding. Assuming a lead of several lengths at the first stage of the race for the Hongkong Stakes, Man Man (Mr. Johnstone-up) made the running to the very end of the race. In the last quarter Warrior Rose and Cadzow's Fame tried hard to draw level with the leader, but their challenge was successfully opposed by Mr. Johnstone who won on Man Man. The honour of winning the ladies' purse, subscribed for by the ladies of Hongkong, went to Mr. Burkill who rode Pat Rose and secured his first mount of the day for Mr. Buxey against five other competitors. Mrs. Burkill, wife of the winning rider, led Pat Rose in amidst applause.

THE PRESENTATION.

As in former years the conclusion of the race for the Ladies' Purse saw an interesting little ceremony at the grand stand. Miss Potts, on behalf of the ladies, presented the fortunate winner of the race (Mr. Burkill) with the coveted

purse amid vociferous applause, in which His Excellency the Governor was seen to take part, accompanied with a few well-chosen remarks from the charming representative of the ladies. Mr. Burkill then presented Miss Potts with a handsome bouquet and addressed a few words in which he said that it had been said to him that his passage from Shanghai was not worth his while, but that it had proved otherwise. The speaker then offered his arm to Miss Potts and escorted her to lunch amid the spontaneous applause of the gathering who had come to witness the pretty ceremony.

After the Stewards, jockeys and members of the Club stood outside the weighing enclosure for a group photograph which was taken by Mr. Mee Cheong. A second group was also taken with H.E. Vice-Admiral The Hon. Sir Hedworth Lambton as the central figure.

Flayaway Stakes was the first race to be run after the luncheon hour for which five ponies started, with Silvester as the most fancied. Mr. Johnstone, by clever jockeyship, justified popular favour and won an excellent race in fine style, beating Jubilee Rose's previous record of 1 m. 49 1/5 by 1/5th second. Silvester won in 1 m. 49 sec. There were ten starters for the Phaethon Stakes. Supporters were divided between Real Rose and Lamerton. Mr. Johnstone gave another exhibition of fine jockeyship when from almost the tail end of the field in the last quarter he came up with a dash and Lamerton won amidst the greatest excitement from Olive Tree who had the best of a bad start by several lengths. Mr. Johnstone was again successful in the next race for the Governor's Cup. In the last quarter the field was all in a bunch and Blackmore Vale dashed to the front by a head from Victoria Rose and won. Tomabaw's third place was a surprise. Sorosis snatched the Consolation Stakes in comfortable style from Heraldic—the favourite. The great event of the day was the Champion Stakes for winners only at this meeting. Like the Derby seven ponies competed. It was a trial of speed between Buxey's best and John Peel's candidate—Kirkpatrick II. After four false starts Buxey's Rose shot to the front and kept up a rapid pace. Worcester lying behind made a bold bid to overhauk Spring Rose whose going was far too good for the other pony. Kirkpatrick II, who was expected to carry the blue and silver past the winning post a winner, was a disappointment in not being placed. The race in the home straight was an exciting one with Little Gem Rose in the lead and Maple Tree challenging on the outside. Little Gem Rose just managed to beat Maple Tree by half a length in the record time of 2 m. 45 1/2 sec.

The betting for a win was as follows:—
 Persimmon Tree 88
 Worcester 67
 Maple Tree 30
 Little Gem Rose 791
 Kirkpatrick II 474
 Spring Rose 428
 Fig Tree 17
 1,595

The placed bettings were as follows:—
 Persimmon Tree 148
 Worcester 147
 Maple Tree 67
 Little Gem Rose 820
 Kirkpatrick II 871
 Spring Rose 173
 Fig Tree 44
 2,270

The Nil Desperandum Stakes was the last race of the day and was won by Cobalt. Following are the details of to-day's events:—

1.—THE GRAND STAND STAKES.—Winner \$500. Second \$150. Third \$75. For China ponies, *bona fide* griffins on date of entry. Winners of one race 5 lb.; of two or more races 10 lb. extra. Subscription griffins allowed 5 lb. Entrance \$10. Three quarters of a mile.

Mr. F. B. Marshall's Persimmon Tree, 1st 11b (Burkill) 1
 Mr. John Peel's Meynell, 1st 6lb (Johnstone) 2
 Mr. Dryadus's Sorosis, 1st 12b (Laurence) 3
 Mr. John Peel's Yarrowbrough, 1st 12b (Col. Bayard) 4
 Mr. Ellis Kadoorie's Rubber Chief, 1st 11b (Moller) 5
 Mr. Buxey's Real Rose, 1st 11b (Burkill) 6
 7lb penalty.

There were six starters, Mr. John Peel having two candidates. Yarrowbrough carried a curise cap to distinguish him from the favourite, Meynell. The latter carried a penalty of 5 lb which told against him in the race. The start was behind the bushes and when the field emerged Real Rose showed in front of Yarrowbrough, Meynell, Persimmon Tree, Sorosis and Rubber Chief in the order named. Yarrowbrough forced the pace and got into the front position, Real Rose falling away up the incline.

Meynell was racing neck and neck with Yarrowbrough who yielded second place to Persimmon Tree down the hill. At the village bend the latter was level with Meynell whom he overhauled at the straight and entered home an easy winner in record time. Sorosis made a bold bid for second place, but was outdone by Meynell. Yarrowbrough finished last. Time: 1 m. 30 sec.

Ponies.	Win.	Place.
Persimmon Tree	84	166
Meynell	194	216
Sorosis	11	49

Dividends:—Win, \$12.50
 Places, \$5.50, \$5.30, \$5.60
 Cash Sweep:—
 Ticket No. 86, 1st, \$193.75
 " 68, 2nd, \$12.50
 " 113, 3rd, \$5.65
 Commission, \$ 62.50
 Total, \$225.00

2.—THE GREAT SOUTHERN STAKES.—Winner \$500. Second \$150. Third \$75. For China ponies. Weight for inches as per scale. Winners at this meeting of one race 7 lb.; of two or more races 10 lb. extra. Griffins allowed 5 lb.; subscription griffins of seasons 1908-1909 and 1909-1910 allowed 10 lb. Entrance \$10. One mile.

Messrs. Beverley and Standish's Worcester, 1st 11b (Laurence) 1
 Mr. F. B. Marshall's Palm Tree, 1st 8lb (Vids) 2
 Mr. John Peel's Heraldic, 1st 12b (Johnstone) 3
 Mr. Dryadus's Barry, 1st 11b (Grichton) 4
 Mr. Dash's Greyback, 1st 5lb (Heathcote) 5
 7lb over.

Before the fall of the flag Palm Tree was on the rails. A very even start. Worcester promptly shot to the front followed by Greyback and Heraldic. Palm Tree was lying fourth and Barry last. When the field galloped past the Judge's Box in the first round the above order was unchanged. Worcester's position was safe throughout the race. Heraldic and Greyback sized neck and neck as far as the foot of the hill when Palm Tree creeping up drew level with the pair. Racing down hill Greyback rapidly lost ground while Worcester was increasing his lead and Heraldic and Palm Tree were challenging each other for second place. Barry was now fourth. Entering the home straight Worcester was easily ridden. While Palm Tree was making gallant but fruitless efforts to overhaul him, Worcester romped home an easy winner by five lengths from Palm Tree. Heraldic was a poor third and Greyback last.

Time: 2 m. 05 1/5 sec.

Ponies.	Win.	Place.
Worcester	50	363
Palm Tree	71	713
Heraldic	151	201

Dividends:—Win, \$12.50
 Places, \$5.00, \$5.30
 Cash Sweep:—
 Ticket No. 6, 1st, \$485.10
 " 9, 2nd, \$138.60
 " 43, 3rd, \$9.30
 Commission, \$ 77.00
 Total, \$770.00

3.—THE HONGKONG STAKES.—Winner \$600. Second \$200. Third \$100. A forced entry for China ponies subscription griffins of this season 1909-1910. Weight for inches as per scale. Winner of the German Cup 7 lb. extra; non-winners allowed 3 lb. Entrance \$10. One mile and a half.

Mr. W. G. Pirie's Man Man, 1st 11b (Johnstone) 1
 Mr. Buxey's Warrior Rose, 1st 5lb (Burkill) 2
 Mr. T. F. Hough's Cadzow's Fame, 1st 12b (Moller) 3
 Mr. Dash's Sunny Jim, 1st 13b (Moller) 4
 Mr. Johnstone's Younger Brother, 1st 12b (Col. Bayard) 5
 Gester Broadwood's Boreas, 1st 11b (Heathcote) 6
 Mr. Lawork's Spirit Level, 1st 11b (Laurence) 7
 Mr. Ottery's Trewint, 1st 12b (Grichton) 8
 2lb allowance
 7lb penalty
 3lb allowance

Cadzow's Fame was led at the starting post. After one false start, caused by Younger Brother rushing to the front, Boreas led on the fall of the flag with Cadzow's Fame a long way behind. Man Man shot to the front and Mr. Johnstone, forcing the pace, settled down in front of Spirit Level (third) by an equal distance. Man Man's lead increased to seven lengths at the village bend, in the first round, from Trewint with Spirit Level five lengths behind. Galloping past the Judge's Box for the first time Man Man was in the van followed by Spirit Level and Warrior Rose in order named. Younger Brother was last. At the back stretch Man Man still held the commanding position from Spirit Level and Warrior Rose third. Cadzow's Fame creeping up overhauled his leaders successively and raced almost level with Warrior Rose in second place. Man Man bugged the rails and Warrior Rose, on the outside, made every effort to displace him, but Man Man resisted the challenge and won by about a length. Cadzow's Fame, who was third, lost second place by only a head.

Time: 3 m. 15 1/5 sec.

Ponies.	Win.	Place.
Man Man	282	416
Warrior Rose	262	407
Cadzow's Fame	169	317

Dividends:—Win, \$12
 Places, \$5.30, \$5.30, \$5.60
 Cash Sweep:—
 Ticket No. 81, 1st, \$822.15
 " 174, 2nd, \$234.90
 " 123, 3rd, \$117.45
 Commission, \$110.50
 Total, \$1,305.00

4.—THE LADIES' PURSE.—Presented, \$350 added. Second to receive \$200; and third \$100. For China ponies. Weight for inches as per scale. Winners at this meeting other than subscription griffins 5 lb. extra. Jockeys who have never had a winning mount in either Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance \$10. Once round.

Mr. Buxey's Pat Rose, 1st 3lb (Burkill) 1
 Mr. Ellis Kadoorie's Tartar Chief, 1st 12b (Moller) 2
 Messrs. Findlay Moller's Giesler, 1st 12b (Vids) 3
 Mr. Ottery's Butcher, 1st 12b (Grichton) 4
 Mr. Johnstone's Salvator, 1st 9lb (Johnstone) 5
 Mr. Dryadus's Triad, 1st 11b (Laurence) 6
 5lb penalty.

There was a little difficulty in starting. Butcher gave trouble. He showed the way to Pat Rose and Tartar Chief at the start. The field spread out in processionary order on reaching the Bowington with Tartar Chief at the tail end. On negotiating the hill Butcher was still to the front, holly pursued by Rose, Salvator being third, Triad fourth, Giesler fifth and Tartar Chief last. Passing the Black Rock Pet Rose shot to the front and Giesler began to make up his lead while Butcher was steadily falling away. Pat Rose was sure of the race. Giesler and Tartar Chief tried their level best to challenge but Mr. Burkill's mount would not surrender the honour of the first position and won by a clear length, half a length dividing the second from the third pony. Triad was fourth; Salvator fifth and Butcher last.

Time: 1 m. 54 1/5 sec.

Ponies.	Win.	Place.
Pat Rose	402	549
Tartar Chief	34	123
Giesler	283	487

Dividends:—Win, \$9.30
 Places, \$5.30, \$5.10, \$5.40
 Cash Sweep:—
 Ticket No. 57, 1st, \$922.95
 " 244, 2nd, \$263.70
 " 266, 3rd, \$131.85
 Commission, \$146.50
 Total, \$1,465.00

5.—THE FLAYAWAY STAKES.—Winner \$500. Second \$150. Third \$75. For China ponies *bona fide* griffins on date of entry. Weight for inches as per scale. Winners one race 5 lb.; of two races 7 lb.; and of three or more races 10 lb. extra. Jockeys who have never had a winning mount in either Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance \$10. Seven furlongs.

Mr. John Peel's Silvester, 1st 3lb (Johnstone) 1
 Mr. Ellis Kadoorie's Rubber Chief, 1st 11b (Moller) 2
 Mr. F. B. Marshall's Fig Tree, 1st 3lb (Vids) 3
 Mr. Buxey's Dwarf Rose, 1st 12b (Burkill) 4
 Mr. Crookenden's Resolution, 1st 9lb (Heathcote) 5
 5lb penalty.

There was one false start. The position before the field was let go was: Dwarf Rose on the rails with Rubber Chief near him and Resolution on the outside. Rose assumed the lead when the field was let go followed by Silvester who surrendered the second place to Fig Tree at the Football Stand. Before the Black Rock Fig Tree was in the van followed by Dwarf Rose, Silvester, Rubber Chief and Resolution in the order named. Down the incline Dwarf Rose exchanged places with Fig Tree, Silvester third, Rubber Chief fourth and Resolution last. The same order was maintained at the village bend. On entering the straight run in Dwarf Rose on the rails showed to the front. Silvester raced on the outside and challenged Dwarf Rose with Rubber Chief lying behind. Silvester's pace was too hot for Dwarf Rose who lost his lead and fell away finishing last in the race. Silvester cantered home an easy winner in record time, Rubber Chief was second and Fig Tree third.

Time: 1 m. 49 sec.

Ponies.	Win.	Place.
Silvester	305	384
Rubber Chief	57	69
Fig Tree	191	281

Dividends:—Win, \$12.80
 Places, \$5.50, \$5.10
 Cash Sweep:—
 Ticket No. 9, 1st, \$1,590.75
 " 313, 2nd, \$454.50
 " 268, 3rd, \$227.25
 Commission, \$352.50
 Total, \$3,525.00

6.—THE PHAETHON STAKES.—Handicap. Winner \$500. Second \$150. Third \$75. For China ponies that have run at any Gymkhana meeting and griffins on date of entry. "Winners" at this meeting and non-starters barred. Entrance \$10. One mile and a quarter.

Mr. John Peel's Lamerton, 1st 13b (Johnstone) 1
 Mr. F. B. Marshall's Olive Tree, 1st 12b (Vids) 2
 Mr. L. K. Lesson's Seafoam, 1st 12b (Grichton) 3
 Mr. Ellis Kadoorie's Belgian Chief, 1st 11b (Moller) 4
 Sir Henry May's Astral, 1st 12b (Master) 5
 Mr. Dryadus's Coxcomb, 1st 12b (Laurence) 6
 Mr. T. F. Hough's Cadzow's Dream, 1st 6lb (Hickman) 7
 Admiral Lambton's Kamranh, 1st 10lb (Kramer) 8
 General Broadwood's Rufus, 1st 12b (Heathcote) 9
 Mr. Buxey's Real Rose, 1st 12b (Burkill) 10
 5lb over.

Rufus giving some trouble delayed the start. Olive Tree had the best of a poor start by several lengths from Coxcomb and Belgian Chief third. Kamranh was a long way behind last. Galloping past the Stand for the first time the order was: Olive Tree, Coxcomb, Belgian Chief and Rufus, Kamranh being last. Real Rose and Lamerton, both hard held, were in front of Kamranh. Olive Tree was still leading at the Bowington gate from Coxcomb, Rufus being third. At the 14 mile post (Real Rose crept up and got into fourth place with Astral by his side. Real Rose, answering to the whip got into third place with Coxcomb and Olive Tree in front. Rounding the village bend Mr. Vids hugged the rails and Lamerton coming up in grand style overhauled the field in front of him and romped home a splendid winner by two lengths from Olive Tree who was second and Seafoam third. Mr. John-

stone was loudly applauded for his magnificent win.

Time: 1 m. 38 sec.

Ponies.	Win.	Place.
Lamerton	345	571
Olive Tree	166	228
Seafoam	67	155

Dividends:—Win, \$12.70
 Places, \$5.80, \$5.30, \$5.10
 Cash Sweep:—
 Ticket No. 223, 1st, \$1,575.00
 " 382, 2nd, \$450.00
 " 241, 3rd, \$252.00
 Commission, \$ 250.00
 Total, \$3,500.00

7.—THE GOVERNOR'S CUP.—Presented by His Excellency Sir F. J. D. Lugard. Second to receive \$150; and third \$75. For China ponies, subscription griffins of this season 1909-1910. Weight for inches as per scale. Winners of one race 7 lb.; of two or more races 10 lb. extra. Entrance \$10. One mile.

Mr. John Peel's Blackmore Vale, 1st 5lb (Johnstone) 1
 Mr. Buxey's Victoria Rose, 1st 5lb (Burkill) 2
 Capt. P. H. M. Taylor's Tomabaw, 1st 12b (Heathcote) 3
 Mr. F. B. Marshall's Walnut Tree, 1st 12b (Vids) 4
 Mr. G. O. Henriques' Valentia, 1st 11b (Owner) 5
 Mr. Ellis Kadoorie's Seivian Chief, 1st 5lb (Moller) 6
 Mr. Ottery's Trelade, 1st 4lb (Brick) 7
 Capt. Dwyer and Beasley's Kerry, 1st 11b (Laurence) 8
 Mr. Borneo's Bintang Pindar, 1st 11b (Master) 9
 Mr. Ottery's Tremar, 1st 12b (Grichton) 10
 Mr. Dryadus's Poley, 1st 12b (Kramer) 11
 Mr. T. F. Hough's Cadzow's Fame, 1st 5lb (Hickman) 12
 7lb penalty.

Victoria Rose was in front at the start, but relinquished the position in favour of Trelade, Walnut Tree and Tremar. That was the order passing the Judge's Box for the first round, Cadzow's Fame being last. The field spread out at the back stretch. Kerry was now fourth, Victoria Rose fifth and Cadzow's Fame bringing up the rear. Kerry took third place at the bottom of the incline, Trelade being still first followed by Walnut Tree, and Kerry, Victoria Rose was now called upon and answered gamely; he took third and second places, respectively, from Kerry and Trelade. A fine race into the home straight ensued. Victoria Rose showing slightly to the front with Kerry and Walnut Tree almost on level terms. Blackmore Vale was coming up strong so was Tomabaw at this stage when the issue of the race hung in the balance and resulted in a win for Blackmore Vale by a head. Tomabaw was a very good third, half a length behind.

Time: 2 m. 09 sec.

Ponies.	Win.	Place.
Blackmore Vale	500	690
Victoria Rose	252	351
Tomabaw	10	110

Dividends:—Winner—\$9.90
 Places \$6.50, \$5.80, \$5.70.
 Cash Sweep:—
 Ticket No. 454, 1st, \$1,754.55
 " 266, 2nd, \$501.30
 " 318, 3rd, \$250.65
 Commission, \$ 178.50
 Total, \$1,785.00

8.—THE CONSOLATION STAKES.—A Sweepstakes of \$10 each with \$100 added. Second to receive \$150; and third \$75. For China ponies that have run and not won at this meeting. Weight for inches as per scale. Jockeys who have never had a winning mount in either Hongkong, Shanghai or Tientsin allowed 5 lb. Three quarters of a mile.

Mr. Dryadus's Sorosis, 1st 12b (Laurence) 1
 Mr. John Peel's Heraldic, 1st 12b (Johnstone) 2
 Mr. Ellis Kadoorie's Llama Chief, 1st 9lb (Grichton) 3
 Mr. D. M. Slater's Rajput, 1st 7lb (Owner) 4
 Major H. Findlay's Billy, 1st 10lb (Commodore Lyon) 5
 Mr. F. B. Marshall's Olive Tree, 1st 12b (Vids) 6
 Mr. Ellis Kadoorie's Tartar Chief, 1st 12b (Moller) 7
 Mr. Medico's Starlight, 1st 11b (Master) 8
 Mr. Dash's Greyback, 1st 10lb (Klimanek) 9
 5lb allowance.

Billy led at the start, and into the village bend where he was displaced by Heraldic. Sorosis challenged successfully and assumed the lead at the last quarter, finishing in front of Heraldic by two lengths. Llama Chief was third and Billy last.

Time: 1 m. 30 3/5 sec.

Ponies.	Win.	Place.
Sorosis	56	167
Heraldic	370	557
Llama Chief	158	222

Dividends:—Win, \$67
 Places, \$10.50, \$6.30, \$5.00
 Cash Sweep:—
 Ticket No. 220, 1st, \$1,609.65
 " 118, 2nd, \$459.90
 " 229, 3rd, \$229.95
 Commission, \$225.50
 Total, \$2,525.00

9.—THE CHAMPION STAKES.—Winner \$1,500. Second \$400. Third \$100. For China ponies, winners at this meeting only. A forced entry. Weight for inches as per scale. Entrance \$30 for each race won. One mile and a quarter.

Mr. Buxey's Little Gem Rose, 1st 12b (Burkill) 1
 Mr. F. B. Marshall's Maple Tree, 1st 12b (Grichton) 2
 Mr. Buxey's Spring Rose, 1st 11b (Moller) 3
 Mr. F. B. Marshall's Persimmon Tree, 1st 12b (Vids) 4
 Messrs. Beverley and Standish's Worcester, 1st 11b (Laurence) 5
 Mr. John Peel's Kirkpatrick II, 1st 11b (Johnstone) 6
 Mr. F. B. Marshall's Fig Tree, 1st 12b (Brick) 7

For the honour of the Champions of the meeting seven ponies started. Mr. F. B. Marshall sent out three candidates, Mr. Buxey two, and Mr. John Peel and Messrs. Beverley and Standish one each. That notwithstanding had reserved their best representatives for this race, none had started previously during the day. Little Gem Rose was the first to make his appearance in the field and was smartly galloped down to the starting post. Kirkpatrick II followed, then came Worcester, with Maple Tree after him and his stable companion—Persimmon Tree. Fig Tree showed his bad temper by bucking and kicking but Mr. Buxey kept his seat well. After a few minutes Spring Rose walked up to the start. Through Fig Tree's restiveness considerable difficulty was experienced before the start. The first false start was occasioned by him. Worcester trotted down some distance and caused another couple of minutes' delay. After a third and a fourth false start, the field eventually got away. Spring Rose settled down in front of Worcester and was making the pace a hot one. Persimmon Tree was third, Maple Tree fourth, Little Gem Rose fifth, Kirkpatrick II sixth and Fig Tree several lengths behind last. In galloping round the village bend for the first time the position was as just stated. Passing the Grand Stand Spring Rose was in the van, followed by Worcester, Maple Tree, Persimmon Tree, Fig Tree and Little Gem Rose and Kirkpatrick in close company. Before the Golf Club booth Little Gem Rose began to put on speed and crept steadily up getting into fourth place, pursued by Kirkpatrick who overtook the Tree companions at the bottom of the hill. Kirkpatrick's pace was not kept up and both Persimmon Tree and Maple Tree soon overhauled him with Little Gem Rose in front but behind Worcester and Spring Rose who held the command to the village bend. Worcester gave way to Little Gem Rose who now raced neck and neck with his stable companion while Persimmon Tree and Maple Tree were both going strong. The dark blue and silver was closed in the bunch. Kirkpatrick was fifth. Little Gem Rose had a lot of go and coming up in fine style entered the straight leading the field, Worcester being second, Spring Rose third, Maple Tree fourth, Persimmon Tree fifth, Kirkpatrick sixth and Fig Tree last. In the last quarter Maple Tree on the outside challenged vigorously, but Little Gem Rose kept his pace and won an exciting race by half a length from Maple Tree. Spring Rose was third. Little Gem Rose's time was a record.

Time: 2 m. 34 1/5 sec.

Ponies.	Win.	Place.
Little Gem Rose	791	870
Maple Tree	30	67
Spring Rose	128	173

Dividends:—Win, \$370
 Places, \$6.50, \$3.40, \$1.50
 Cash Sweep:—
 Ticket No. 1,020, 1st, \$8,012.30
 " 1,053, 2nd, \$2,197.80
 " 465, 3rd, \$1,148.90
 Commission, \$1,311.00
 Total, \$12,810.00

10.—THE NIL DESPERANDUM STAKES.—A sweepstakes of \$10 with \$200 added. Winner to receive 70 per cent.; second 20 per cent.; and third 10 per cent. For China ponies, subscription griffins of this season 1909-1910 that have run and not won at this meeting. Weight for inches as per scale. Jockeys who have never had a winning mount in either Hongkong, Shanghai or Tientsin allowed 5 lb. Five furlongs.

Messrs. Stabb and Murray Stewart's Cobalt, 1st 12b (Grichton) 1
 Mr. Ellis Kadoorie's Roumanian Chief, 1st 11b (Moller) 2
 Mr. F. B. Marshall's Cabbage Tree, 1st 12b (Vids) 3
 Admiral Lambton's Double Dragon, 1st 11b (Heathcote) 4
 Capt. P. H. M. Taylor's Tomabaw, 1st 12b (Burkill) 5
 Mr. F. B. Marshall's Walnut Tree, 1st 7lb (Blair) 6
 Mr. Medico's Christmas Daisy, 1st 7lb (Col. Bayard) 7
 Mr. Q. T's Insuar, 1st 7lb (Kramer) 8
 Mr. W. G. Pirie's Rickshaw Man, 1st 11b (Johnstone) 9
 Mr. Lawork's Spirit Level, 1st 13lb (Williams) 10
 Mr. Seth's Lightfoot, 1st 4lb (Owner) 11
 Mr. Smith's Dartmoor, 1st 13lb (Scarlett) 12
 Mr. Billiard's Snacker, 1st 11b (Master) 13
 The last race of the day was won by Cobalt. Time: 1 m. 15 1/5 sec.

Ponies.	Win.	Place.
Cobalt	58	104
Roumanian Chief	18	55
Cabbage Tree	38	88

Dividends:—Win, \$156
 Places, \$10.10, \$5.20, \$2.10
 Cash Sweep:—
 Ticket No. 80, 1st, \$1,449.00
 " 34, 2nd, \$414.00
 " 119

TRIAL OF PRINCE ITO'S ASSASSIN.

ATTITUDE OF THE MURDERER IN COURT.

We learn from a Port Arthur despatch to the *Mainichi*, that the public trial of the assassin of the late Prince Ito was commenced yesterday at 9.30 a.m. After the usual inquiries, the assassin, replying to the Court, stated that he went to Vladivostok three years ago. At first he lived on the island of his own property at home and when that failed he received assistance from his father. He learned French from a Catholic missionary at his native place, taking lessons for some months. He became a Catholic when he was 14 years of age and was baptized. Questioned as to what he had been doing for three years, he replied proudly that he had been pursuing his great aim which was on the one hand to educate his countrymen up to a sense of their position and on the other to found a volunteer army. Questioned as to when he was seized with the idea to make Korea an independent country, he replied "Since a few years ago, especially when the five provisions of the Japan-Corea agreement were entered into at the time of the late Russo-Japanese war and when the seven provisions of a similar agreement were entered into afterwards." He further asserted that when the Imperial Rescript of the Emperor of Japan was promulgated in 1895 to the effect that the Emperor's chief purpose was to secure peace and Korean independence, the Korean nation had shown extraordinary spirit and courage. While the Korean nation was in favour of the peace agreement after the war was terminated, the two agreements were entered into through the power of the army when the Assistant-General, the late Prince Ito, arrived at Korea. That could not have been the real idea of the Emperor of Japan and it must have been entirely due to display of military force arranged by the late Prince on his own personal authority. The assassin went on to say that he was, therefore, confident that Korean independence could only be safeguarded if that man (Prince Ito) were killed. He concluded by avowing that his idea of assassination was awakened when the seven provisions of the agreement were entered into and avowed that the idea had but increased in strength. Questioned as to the occasion of the assassination, the assassin admitted that he did not know what had occurred after the shot was fired. As to his attempt, he said, he had acted in the capacity of Staff Lieutenant-General of the Great Korean Independent Army of Volunteers, and it was, therefore, a great mistake to examine him in Court as an individual merely.

Prior to the examination, he was kept in the Court together with three other accomplices in a carriage escorted by police officers and gendarmes. There were many in attendance at the Court from Dalny and other places. At 6 o'clock in the morning 300 tickets for admission had been availed of and hundreds were unable to get into the Court.

Prosecutor Mizobuchi's address for the prosecution laid stress on the fact that the Defendant Aijukun (chief assassin) made up his mind to assassinate Prince Ito, his Hirobumi, Chairman of the Privy Council, and his suite, and that because the Prince's death carried with it a pistol which Aijukun carried with him at the station of the East Chinese Railway on the 26th of October, 1909, at 9 a.m. At the same time the assassin wounded Mr. Kawakami (Consul-General), Mr. Mori (Secretary to the Keeper of the Privy Seal), and Mr. Tanaka (Director of the South Manchurian Railway) who were with the Prince. The three last mentioned were not injured fatally. The Defendant Wurenshun and Soodon attempted to kill the Prince by co-operating with the chief assassin Aijukun and were guilty of provisional acts when staying at the Saikato Station of the East Chinese Railway. The two failed in their object, however, their efforts having been frustrated by the gendarmes. As to the Defendant Riutoku, he was an accomplice, having known of the assassin's purpose as seen in correspondence with him, assisting him in his full purpose in so far as he was able to do so.—*Kohy Herald*.

THE CHINCHOU-AIGUN RAILWAY.

LATENT DISTRICT.

Referring to the proposed Chinchou-Aigun Railway, *The Globe* recommends its construction and says: "We are earnestly hoping that Japan will regard it in a reasonable spirit, participating in it, if she so wishes; or else that she will withdraw her baseless objections." The New York correspondent of *The Globe* telegraphs that the view of the Washington Government is that, if Japan's protest prevails, the presence of China's rejection of sovereignty rights over Manchuria had better be frankly abandoned.

The provincial papers of Great Britain also are favourable to the construction of the line. *The Birmingham Post* expresses the hope that British diplomacy will reconcile the legitimate claims of Great Britain and Japan with the no less legitimate interests of other nations in the development of China.

GREAT BRITAIN'S ATTITUDE.

The St. Petersburg correspondent of *The Times* sends a telegram commenting that Great Britain has called the attention of the Chinese Government to the necessity of consulting Russia and Japan before concluding arrangements for the construction of the Chinchou-Aigun line.

The step has caused keen criticism in commercial circles, where it is felt that this policy will be disastrous to the interests both of China and of this country.

It is noticeable that, with two or three exceptions, practically the whole of the British Press, irrespective of political predilections, favours the construction of the proposed line. *The Daily News* bluntly declares that Japan's obvious intention is the destruction of China's sovereignty in Manchuria. This, the Liberal paper adds, will be the seed of much trouble in the Far East, and it gravely questions whether such policy is wise. There can no longer be any pretence that Japan was to war with Russia to preserve China's integrity.

The Glasgow Herald complains that Japan is blocking colonization by China.

The whole matter will be brought before the House of Commons at the earliest possible date.

AMERICAN IRITATION.
In the meantime "exaggeration" at Japan's methods continues to grow in the United States, where it is regarded as evident that Japan intends to flout the "open door" principle, while pretending to be in favour of its maintenance.

Coming to soon after the rejection of Mr. Knox's proposal to neutralize the Manchurian Railways, the stopping of the Chinchou-Aigun scheme would compel President Taft officially to take notice of the affair.—*N. C. D.*

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by correspondents in this column.)

THE INSOLENT OF CHAIR-BEARERS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
Sir,—The question of the delinquencies of that dreaded individual known as the chair-coolies has evidently not reached that satisfactory point which may be fitly termed the "solution stage." As I was returning home last evening after a hard day's work, I had the painful experience of chasing disappearing chair-coolies, who, despised the prospect of a fare, legal or otherwise. I had occasion to start from the foot of Pottinger Street but as no chairs could be had in the vicinity at that particular hour, I went further up and halted near the Old Bailey Police station. Simultaneously with the performance of that operation, the chair-coolies or so who were lazily stretched on the side of the street, doubtless anticipating my purpose and anxious to avoid the calamity, grabbed hold of their "conveniences" and like one man began to beat a hasty retreat in the opposite direction. Now I believe in calling a spade a spade and without further beating about the bush, I would say that the explanation for the coolies' apparently strange conduct lies in the fact that in the neighbourhood of Wyndham Street, the coolies have an opportunity of earning princely fares, so to speak, and consequently disregard the idea of the bare legal tariff which would be gladly accepted by their compatriots at less pretentious parts of the town. The fact of the matter is that certain chair coolies are in the habit of rushing at prospective patrons with the latter standing a good chance of getting an ugly poke in the ribs whenever it suits the former's convenience and to run away Dorado-like when to do otherwise would not stand to their gain. To return to the subject, after having waited nearly a quarter of an hour trying to catch up with one of the chair coolies, I at last got into a chair near the Old Bailey. The driver, I imagined my surprise when I discovered that the coolies deliberately refused to budge an inch. I was certainly not helped in my predicament by a turbulent guardian of the peace who looked on with glorious nonchalance born of the Indian. Not till I was obliged to shout at the top of my voice did the coolies condescend to make a move, not, however, without giving vent to audible mutterings, the meaning of which I had no means of comprehending. If this sort of thing is not sheer, downright impudence, I should like to know what it is. Could not these incorrigibles be dealt with summarily by the authorities? A person would then only need to take down the number of the chair and send the complaint to the Captain Superintendent of Police, without experiencing the inconvenience entailed by an appearance at the Magistracy.—Yours, etc.,
DISGUSTED CITIZEN.
Hongkong, 17th February.

THE HASTINGS PROSECUTION.

CASE CONTINUED AT THE MAGISTRACY.
Before Mr. J. R. Wood, Second Police Magistrate, the case was continued in which Lam Fuk Chiu and another are charged with alleged conspiracy with intent to defraud, whereby they are alleged to have obtained the sum of \$24,000 from Mr. J. Hastings under false pretences.

Mr. F. B. Howler, Crown Solicitor, prosecuted, and Messrs. H. W. Looker and H. J. Gedge appeared for the defendants.
Mr. G. H. Wakeman, Official Receiver, formerly of the Land Office, stated that he was appointed Assistant Land Officer in 1905. Mr. Bruce Shepherd was the Deputy Land Officer and left the Colony in April, 1905. Witness was appointed Land Officer in April, 1905. He was last on leave from April, 1907, to April, 1908. During his absence, Mr. P. Jacks acted in his place. Exhibit B (produced) purported to be a Crown Lease of Island Lot 1,272 signed by William Robinson as Governor and certified as correct by William Robinson as Land Officer and marked as registered by Bruce Shepherd, Deputy Land Officer. The first and second signatures he believed were genuine. He was acquainted with the handwriting of Bruce Shepherd and had seen his signature on several occasions. The signature on the Counterpart Crown Lease (produced) was a forgery of Bruce Shepherd's signature. That Crown Lease was never issued from the Land Office. The old subsections were registered in that book, which was one of the principal registers in the Land Office.

Witness evidence was continued and the case adjourned.

CRICKET.

OWNERS OF JOCKEYS.

This afternoon the owners of the different jockeys at a cricket match on the H. K. C. C. ground. The match was an interesting one and was keenly watched by a large gathering of spectators. When Mr. H. P. White, one of the owners, took the field to Mr. Moller's bowling, he was loudly cheered and the band struck up "See the Conquering Hero Comes." Mr. White got caught out for 2 runs. At the conclusion of the Owners' innings, a group photograph of the teams was taken by Mee Cheung.

The Band of the Buffs, under Bandmaster Hewitt, played various selections during the afternoon.

The following are the detailed score and bowling analysis.

OWNERS.				
Dr. Forsyth	Laurance	b Moller	39	
Marcus	Slade	b Moller	17	
F. Maitland	b Laurance	17		
Major Eaton	run out	0		
W. D. Jupp	cand b Fitz Herbert	0		
F. B. Marshall	c b Slater	38		
Capt. Dwyer	c Bayard b Moller	39		
H. Humphreys	b Moller	14		
G. P. Lambert	b Moller	1		
H. P. White	c Slater b Moller	2		
F. Grove	not out	0		
Extras		12		

BOWLING ANALYSIS.

	O.	M.	R.	W.
Moller	11.2	1	54	6
Laurance	11	0	47	1
Slater	4	0	23	1
Fitz Herbert	4	0	16	1

JOCKEYS.

Capt. Fitz Herbert	b Dwyer	15	
Slade	b Dwyer	0	
Laurance	b Humphreys	11	
Col. Bayard	b b Forsyth	37	
Slater	c Marshall b Humphreys	18	
Johnstone	b Forsyth	0	
Scarlett	c Maitland b Humphreys	33	
Orington	cand b Marshall	0	
Sell	b Marshall	0	
Vida	not out	0	
Blair	b Humphreys	0	
Extras		8	

BOWLING ANALYSIS.

	O.	M.	R.	W.
Dwyer	4	1	10	3
Lambert	4	0	20	0
Humphreys	7.5	0	25	4
Forsyth	4	0	20	2
Marshall	3	0	33	1

A COMEDIAN'S CLAIM.

A MUSIC-HALL DISPUTE.

12th inst.
Before Mr. Justice Gompertz, Paines Judge at the Summary Court this morning, W. Lochrane, described as a comedian, sued L. M. Levy to recover the sum of \$800.19, being amounts due for salary, money lent and passage money. Mr. L. d'Almada, of Messrs. Goldring, Barlow and Morrell, appeared for the plaintiff, and Mr. A. G. Jackson, of Messrs. Johnson, Stokes and Master, was for the defendant.

The case for the plaintiff was that he was a comedian and was engaged in Australia by cable in February or March last to come to Manila to perform with his wife. He arrived at Manila in March to perform for the defendant. The rate of pay agreed upon was £15 for both the defendant and his wife for the plaintiff alone. He was paid for his services while in Manila by an agent named Berry on behalf of the defendant. Defendant was asked by Berry to go to Shanghai to perform for the defendant. He started from Manila in June and started work on the 3rd July on an agreement (produced in Court) that he was to perform at Moutrie's Hall and on the 10th August he was engaged to perform at Moutrie's Hall at the Folies Bergieres. From time to time, the plaintiff took money from the defendant but did not keep any account for the amounts. The amount of the money lent to the defendant was \$200, which money was borrowed for the purpose of paying the orchestra, because they refused to work on account of their salary having been held back. Although the plaintiff left defendant's service, he was obliged to do so and he could not starve himself and therefore he was entitled to his passage money.

Evidence was called and the case adjourned.

LOANS SUIT AT THE SUMMARY COURT.

14th inst.
Before Mr. Justice Gompertz, Paines Judge, at the Summary Court last Monday morning, the case was continued in which W. Lochrane brought an action against L. M. Levy to recover the sum of \$300.19, being amount of money lent, services rendered and passage money. Mr. L. d'Almada, of Messrs. Goldring, Barlow and Morrell, appeared for the plaintiff, and Mr. A. G. Jackson, of Messrs. Johnson, Stokes and Master, was for the defendant.

Mr. Jackson having stated the case for the defendant, Miss Ruby Christy, of the Salon Cinematograph, was called in by the witness. She said that she opened at Shanghai on the 12th April and finished on the 16th or 17th September. She performed at Moutrie's Hall, Folies Bergieres and the Alhambra. Mr. Levy was her employer, and her salary had all been paid. She never had a benefit from Mr. Levy. She received one at the Shanghai Arcade and received half the gross takings. Miss Doris McAuley received a benefit at Moutrie's Hall and told witness that she gave half the proceeds to Levy.

Mr. Almadra—I don't see how that can be taken as evidence.

His Lordship upheld Mr. Almadra.

Mr. Jackson—Very well, my Lord, I will drop it.

Proceeding, witness stated that plaintiff missed several nights through sickness and being drunk. He received a benefit in April and "quit" work he spent on the benefit was through. He spent his holiday by getting drunk. Shortly afterwards, he left his wife, went to live in the Palace Hotel and placed his child in a convent.

Mr. Almadra—I object. That has nothing to do with the case.

His Lordship—Well, it is part of the case. There may be some other explanation.

Continuing, witness stated that she was standing with a number of girls one night outside Moutrie's Hall, when plaintiff came round and told her that he had obtained \$400 by advanced sums on the benefit night before the performance. Witness saw the plan and after having counted the sum, found that the amount aggregated to the sum of \$415. She stayed in Manila for seven months and all the mistakes were paid together in Philippine currency.

Defendant's evidence having been taken, His Lordship entered judgment for the defendant.

ROYAL NAVAL CAIRN.

ERECTION OF CONVENIENCES.

The following application for permission to use the main supply for flushing the three urinals being erected at No. 14, Praya East, was considered at the Sanitary Board meeting this afternoon:—

Sanitary Board Office,
22nd Nov., 1909.

Gentlemen,—With reference to your application of the 20th October last for permission to erect five water closets and three urinals at the above premises, I have to inform you that your application has been granted, but only for so long as the place remains in its present occupancy and that an independent and adequate water supply is provided for flushing purposes.—I have, etc.

W. BOWEN ROWLANDS,
Secretary.

15th January, 1910.
Sir,—With reference to Sanitary Board letter to us dated 22nd November last, granting us permission to erect 5 water closets and 3 urinals at the above-mentioned site, the difficulty and expense of obtaining an independent water supply has been decided to only erect the 3 urinals until such an application can be made to fit up the whole block of buildings with water closets and urinals.

The urinals will only be required occasionally as the bed rooms will only be used when the vessel is in the harbour. We would beg therefore to be allowed to use the town supply for these urinals until such time as application above referred to is made.—We have, etc.

WEASER AND RAVEN.

The Building Authority.

22nd January, 1910.
Sir,—Adverting to your letter numbered 5005/ no dated 22nd November last granting us permission to erect water closets and urinals at the above-mentioned site, the difficulty and expense of obtaining an independent water supply has been decided to only erect the 3 urinals until such an application can be made to fit up the whole block of buildings with water closets and urinals.

The urinals will only be required occasionally as the bed rooms will only be used when the vessel is in the harbour. We would beg therefore to be allowed to use the town supply for these urinals until such time as application above referred to is made.—We have, etc.

WEASER AND RAVEN.

The Building Authority.

The Secretary, Sanitary Board.

Hon. Mr. E. A. Hewitt minuted:—There is no reason why the Board should depart from the regular rule that an independent water supply be provided. The place is close to the sea and the expense and difficulties stated in the letter dated 18th January cannot therefore exist.

Hon. Mr. P. N. H. Jones—I agree with Mr. Hewitt.

The President—I agree with Mr. Hewitt.

We have received the following telegram:—
Mr. O'Brien, American Ambassador in Japan, left Tokyo today on the tour of inspection to Fukuoka.

THE HONGKONG ICE COMPANY LIMITED.

ANNUAL REPORT.

The twenty-ninth annual report is as follows:—
The general managers submit a statement of the Company's accounts for the year 1909. Including \$7,616.13 brought forward from the previous year, and after deducting \$10,000 paid as an interim dividend of \$2 per share, the balance at credit of profit and loss account is \$7,616.13 which is recommended should be appropriated as follows:—
A final dividend of \$8 per share, \$40,000.00
To write off launch and lighter a/c, \$4,439.45
To carry forward, 12,602.79
\$57,042.24

JARDINE, MATHESON & CO., LTD.,
General Managers.
Hongkong, 5th February, 1910.

BALANCE SHEET 31ST DECEMBER, 1909.

Liabilities.	
Capital, 5,000 shares of \$15 each	\$75,000.00
Accounts payable	3,868.88
Ammonia reserve account	3,395.87
Provision for contingencies	15,000.00
Unclaimed dividend	705.00
Profit and loss account	\$7,042.24
	\$103,002.99

Assets.

Land, buildings, plant and machinery as per last account	\$17,000.00
Less written off per last report	1,000.00
	\$16,000.00

Since expended..... \$15,000.00

Extension account..... \$376.39

Hongkong Fire Insurance Co. share, as per last account..... 225.00

China Fire Insurance Co. share, as per last account..... 85.00

Canton Insurance Office share, as per last account..... 120.00

Launch and lighter, as per last account..... \$16,498.35

Less written off as per last report..... 1,853.93

Cash in hand..... 44,339.45

Hongkong and Shanghai Bank on current account..... 87,390.02

Hongkong and Shanghai Bank on deposit..... 140,300.00

Mortgage..... 21,000.00

Hongkong Club debentures, at par..... 4,772.11

Outstanding accounts..... 2,509.99

Ice in stock..... 600.00

Coal in stock..... 900.00

Fire Insurance, unexpired premium..... 128.64

Marine Insurance, unexpired premium..... 120.00

Profit and Loss Account..... \$34,066.99

For the Year ended 31st December, 1909.

To General Manager..... \$5,000.00

To Commission..... 150.00

To Auditor's Fee..... 2,150.00

To Interim Dividend of 8 per cent paid on 21st August, 1909..... 10,000.00

To Balance..... \$7,042.24

\$103,002.99

By Balance brought forward from last year..... \$7,616.13

Ice Sales and Cold Storage..... 49,123.61

Rentals received, less Crown Rent..... 3,011.54

Interest and Dividend..... 8,749.88

Gain in Exchange..... 1,743.08

Transfer Fees..... 28.00

\$50,952.24

GREEN ISLAND CEMENT CO., LD.

THE NEW CATALOGUE.

The new catalogue of the Green Island Cement Company, Limited, of Hongkong, contains some interesting advertising matter for Manila, says the *Philippine American*. Among the cuts of fine buildings made of the Green Island cement in the East is a number of Manila Structures. The building of the American Hardware and Plumbing Company, the Presbyterian Church, the Telephone Building, and the Episcopal Cathedral, of which cuts are shown, make an exceedingly good appearance with the buildings of Hongkong and elsewhere. Another interesting feature of the catalogue is a table of tests of the cement made in Manila's laboratory. The catalogue contains the following information concerning the history of Green Island Cement Company.

The Green Island Cement Company, Ltd., derives its name from an island, "Ilha Verde" or Green Island, situated in the harbour of the Portuguese colony of Macao in China.

The company started its manufacture of Portland Cement in 1889, and at the present time there are five kilns in operation in Macao and eighteen in a much larger factory, erected by the same company in 1899, in the British colony of Hongkong. The total production of both factories amounts at present to 900,000 casks annually.

Green Island Cement has been used for all descriptions of work, dams for reservoirs, street tramways, harbor works, heavy foundations, fortifications, etc., etc., and it has everywhere given satisfaction as proved by the analysis test and certificate from consumers.

Two very large graving docks, capable of holding the biggest ships in the world, are also completed in Hongkong; one built by the British Admiralty and one by a private firm, and Green Island Cement has been used exclusively in the construction of both.

The most severe tests are required by the Government officials and dock contractors. The machinery employed is all of the most up to date type that can be procured from England, America and Denmark, and the kilns are of the Aalborg and Rotary type, which are the best suited to the economic conditions of the place.

The cement is packed in casks and steel drums weighing 375 lbs. net and 400 lbs. gross and in bags of 250 lbs. net.

In matters of temperature, this year has already been responsible for two records in Kobe. On the 1st January the maximum temperature was 64° F., the highest for that day during the thirty-three years in which records have been kept. On Wednesday, the 2nd inst., the minimum temperature registered was 21° F., the lowest temperature registered in Kobe since records began to be kept in 1876. The previous lowest minimum temperature was 23° but this, as Captain Mahimane noted in his twenty-two years' record, is very exceptional, the thermometer seldom falling below 25°.—*Japan Chronicle*.

RAUB AUSTRALIAN GOLD MINING CO., LTD.

Mining and Milling Report for the four weeks ending Jan. 29th 1910.

BUKIT MALACCA.
No. 2 Level N. of No. 2 shaft has been further extended 44ft., giving a total of 200ft. of cross cut, of 10ft. There has been no improvement in value in this drive, and operations have consequently been suspended.

BUKIT KOMAR.
210ft. Level on W. Lode N. advanced 1ft. total 211ft.

210ft. Level on W. Lode S. advanced 1ft. total 211ft. This W. Lode has been of a broken nature more or less, throughout the driving of the 12ft., and from appearances there is not much prospect of an improvement.

340ft. Level N. Cross-cut E. extended 18ft. during the four weeks, total 358ft.

Intermediate Drive in 140ft. slope N. has now passed through "pay stone," and the end length piece of stopeing ground.

40ft. Level N. (Main drive) advanced 31ft. total 40ft. 54ft. Lode patch in value, one assay giving 11.66 dwts. per ton, the general average being 3 dwts. per ton.

No. 125.—A fair number of contracts has been entered into for forward delivery.

No. 126.—Owing to its scarcity, this count is now fetching good prices, but the volume of business is limited.

No. 127.—A fair amount of business has been booked, but it is not so extensive as during the period covered by our last circular.

Total sales 7,500 bales.
Unsold stocks estimated at 13,000 bales.
Sold but undelivered in the godowns, and to arrive 37,000 bales.

Arrivals.—The mail steamer *Assaye* and *Delta* and extra steamer *Jehia* from Bombay, *Kumany* from Calcutta have brought in 7,707 bales for Hongkong, and 14,488 bales for Shanghai, no shipment for North.

Local Mill.—A fair business transacted, about 800 bales in No. 10 of various chops owing to the price being comparatively low. Prices at \$110 to \$125 to \$128.

Japanese Yarn.—A few small contracts were entered into of No. 16 at \$148.

Shanghai Reported quiet throughout the fortnight, while some 2,000 bales have been re-shipped from that port and sold in this market.

Raw Cotton.—No business reported in either Chinese or Bengal. A recent arrival of two parcels of Bengal is now under consideration. Quotations: Bengal at \$32 to \$36. Chinese \$34 to \$39 per picul.

Rupees, T/T 13 1/2. Rupees, D/D 13 1/2.
Sterling, 4m/1st 119/116. Sterling, D/D 119/116. Shanghai, T/T 74 1/2.
Japan 86 1/2. Bar Silver 24 1/2.

POLISH WALLA & KOTWALL,
Cotton and Yarn Brokers.

TO-DAY'S EXCHANGE.
Selling.
London—Bank T.T. 119 1/2
Do. demand 119 3/16
Do. 4 months sight 119 5/16

France—Bank T.T. 22 1/2
America—Bank T.T. 12 1/2
Germany—Bank T.T. 80
India T.T. 13 1/2
Do. demand 13 1/2

Hongkong—Bank T.T. 74 1/2
Singapore—Bank T.T. per H.K. \$100 75 1/2
Bar Silver 24 1/2
Bank of England rate 3 1/2
Sovereign 111 1/2

LOCAL AND GENERAL.

THE German mail of the 12th January was delivered in London on the 11th inst.

THE trade of Holland last year is reported to have been, on the whole, very satisfactory.

THE First Japanese Battleship Squadron, which was to have sailed for the North tomorrow, has postponed its departure.

MR. John Arnold acts as secretary of the Hongkong, Canton and Macao Steamboat Co., Ltd., during the absence on leave of Mr. W. E. Clarke.

MR. C. F. Chare, the Assayer of the Seoul Mining Company, died on the 30th ult. from apoplexy. The body was taken to Seoul where it was buried on the 3rd inst.

An auction sale of an interesting collection of old Japanese colour-prints and books was held by Messrs. Sotheby, Wilkinson and Hodge at 13, Wellington-street Strand, London, on Jan. 19 and 20.

Six months' hard labour was awarded a Chinaman for stealing some tea-bowls and a jacket from a brothel. Defendant stole the bowls from one house and then proceeded to another, where he appropriated the jacket.

In the course of a trial at the Criminal Sessions this morning, an Indian prisoner stated that if his Lordship was desirous of finding out his real name, he could do so by communicating with certain parties in India.

THE Changkat Serdang Estates, Limited, recently floated in Singapore, has formally taken over their new property to-day, reports the *Perau Banner*, of the 1st inst. Mr. C. R. Natusch, who has had a vast experience of planting in Sumatra and the F. M. S., has been appointed manager.

A REPORT from Windward Coast says that since the free port there was closed the local Japanese merchants have been doing very badly. They are only kept going with the goods imported before the closing of the free port. By May it is expected that most Japanese merchants will have left.

MACHADO's popular String Band left for Bombay to-day and Hongkongites will not have the opportunity of listening to their good music for a good long period. It is possible they will not return to the Colony. They have been in Hongkong for four years and have rendered good services at various public entertainments.

THE mortality returns for Singapore for the week ended Feb. 5th show a ratio per mille of 45.53, the total number of deaths being 238. There were two cases of smallpox and 33 of phthisis, this disease heading the list as against 54 for malarial fever. Two Europeans died and 184 Chinese, three persons being reported as dying over 75 years of age.

A PROVISIONAL agreement, dated January 10, has been entered into by the directors of Bell's Asbestos Company, for the amalgamation of the company with the United Asbestos Company, Limited. The proposed amalgamation will take the form of purchase by Bell's Asbestos Company of the whole of the business of the United, and the companies will be known as Bell's United Asbestos Company.

THE new ice breaker *Taito* Maru of 177 tons has arrived in Dalny. The craft was built for the South Manchurian Railway by the Osaka Iron Works. The ice at Dalny is not particularly thick but offers considerable obstruction to shipping and the advent of the new aid to navigation will be welcomed. The *Taito Maru* will be put into commission at once and relieve the strain on the vessel at present in use.

THE Admiralty announce the following appointments to the *Manchuria* and *Manchuria* (1st)—Lieutenant C. L. Brandon, D. C. H. Dalrymple, C. L. Coleridge (T), M. Murray, M. Tisdall (N), A. C. W. Donville (G), and J. T. B. Nottley (Sub-Lieutenants: H. A. Garmier and J. Horsfield; Engr. Com. T. Shattock; Engineer Lieutenants: F. C. Fisher, E. C. Warden, S. H. Dunlop; Fleet Surg. A. H. Jeremy, M. B. A. Staff Surg. C. E. J. Robinson, Surgeon A. C. Wilson, Paymaster A. M. Chapman, Rev. F. H. Mann, and Assist. Paymaster B. E. Colson.

FRESH riots have occurred in the Lower Yala district. Japanese policemen, gendarmes and troops have been called out.

WE are informed that the delay on telegrams exchanged with Shanghai, places north of Shanghai and with Japan is now normal.

THE new naval tug *Atlas*, which has been built at Chatham for China, and is bound for Hongkong, put into Dover on 13th ult.

ROSENSTOCK'S Directory for China and Manila for 1910 has just made its appearance. An extended notice will appear in a later issue.

THE cinematograph representation of the assassination of Prince Ito at Harbin, was shown, for the first time, at Tokio on February 1.

M. FELICIAN Challaie is delivering a series of three lectures in Paris on the subject of "Hommes et choses d'Extrême Orient."

GENERAL Baron Oshima is understood to have consented, on certain conditions, to retain the post of Governor-General of Kwantung (Liaotung).

THE Rt. Hon. Lord and Lady Talbot de Malahide are booked as passengers per P. and O. steamer *Montipila* to Hongkong, leaving London 28th ult.

MONSIEUR W. J. Oudenijk, Councillor of The Netherlands Legation, at Peking, a capable and popular official, has been promoted Minister and appointed to Persia.

THE P. & O. Company's steamer *Moldavia*, which left London on 14th ult., took the following specie for: Singapore, coin gold £1,271; Shanghai, bar silver £25,000.

CAPTAIN E. V. Underhill has been appointed to the command of the cruiser *Andromeda* for her tour Eastwards with naval railroads for the East Indies and China Squadron.

THE cruiser *Niobe* arrived at Plymouth on 15th ult. with the paid off men of the *Kent*, on the China Station. She has also brought home a number of invalids and prisoners.

FOR returning from banishment, a man was last Monday morning awarded six months' hard labour and six hours' stocks. He was also given a term of fourteen days for larceny.

COMMANDER L. A. Donaldson has been appointed to the cruiser *Monmouth* on recommissioning. Commander Donaldson joined the navy in 1890, and is an ex-gunners and torpedo officer.

A CHINAMAN was last Monday morning given six weeks' hard labour for stealing a junk at Chedong Chau. The junk belonged to some fishermen, who caught the thief in the act and gave him a hot time of it.

THE Chinese Engineering and Mining Company, output of the Company's three mines for the week ending 19th January, 1910, amounted to 25,443.38 tons and the sales during the period to 19,808.85 tons.

"If you can put before me a married couple who never had a quarrel, I will put them on exhibition and make a fortune with them," said a witness in the course of an action at the Summary Court on Saturday.

THE Emperor and Empress of Japan have given Frs. 10,000 to the French Flood Fund and Mr. Ozaki, Mayor of Tokio, has sent a telegram of sympathy to M. Fallières, the French President, and to the Mayor of Paris.

ON Monday evening next in the Union Church Hall the Literary Club will meet at nine o'clock to hold a discussion on "The Choice of Useful Books." Short papers will be read by Mr. W. J. Williams, Mr. B. Mr. Frank Browne, and Mr. M. S. Northcote.

WE are requested to state that the annual Welsh Dinner will be held on the 1st proximo at the Hongkong Hotel. Welshmen who intend to be present should kindly send their names with those of their guests, limited to two, to Mr. B. James, Kowloon.

LEUTENANT C. L. Brandon has been appointed first officer of the *Monmouth*, and will act in the same capacity aboard the *Andromeda* on the outward voyage. He has served in the fleet for just nineteen years, and latterly has been first officer of the cruiser *Apollon* at the North.

DR. G. E. MORRISON has arrived at Hongkong, where his ponies and supplies were awaiting him. Dr. Morrison received a message from the *Times* before he left, to the effect that a *locum tenens* would not come to Peking, during his absence, unless unforeseen developments occurred.

THE new half crews detailed at Chatham for the armed river steamers *Robin*, *Sandpiper*, *Woodcock*, *Teal*, and *Morwen*, employed on the China Station, left the Chatham Depot on 18th ult. for Portsmouth, where they will embark on the cruiser *Edgar* for passage to the Far East.

THE Hongkong Cricket Club annual tennis tournament starts on 1st March and the entrance list closes on February 18th. Last year's entries 217 were a record. Events include championship, professional pairs, single and double handicaps for "A" and "B" class players.

THE *Kobe Herald* understands that the N. Y. K. steamers *Rijous Maru*, *Kagoshima Maru*, *Fukui Maru* and *Higo Maru* have been sold to Mr. J. Harada of Osaka. The new owner is said to intend to have the four vessels thoroughly overhauled and repaired and made ready for sea.

THE *Minotaur*, cruiser, Captain G. C. Cayle, left Sheerness on January 12 for Portsmouth, where she will embark her balance crew for service, as flagship of Vice-Admiral Sir A. L. Wintle, who was due to hoist his flag on January 25 as the new Commander-in-Chief of the China Station.

THE Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the hospitals:

J. R. M. Smith, Esq. £100
H. Skott, Esq. 100
Butterfield & Swire 100
Hongkong and Shanghai Bank 100
Reiss & Co. 100
D. Sassoon & Co. 100
E. D. Sassoon & Co. 100

THE Prince Regent has again consulted the Grand Council as to the expediency of granting a free pardon to Kang Yew and his followers. His Imperial Highness said that the situation was getting more critical daily and unless the service of the progressive men were enlisted there was no way of saving the country. Prince Ching and his colleagues expressed themselves as being in favour of what His Imperial Highness had said, and the latter then proposed that a decree be issued after the New Year to which they also agreed.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIN & Co. Corrected to noon: later alterations given under "Commercial Intelligence" page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	£1,500,000 \$15,000,000 \$15,000,000	\$4,007,819	Interim of £2 for account 1909 @ ex 1/91 = \$12 7/2	4 %	\$990 sellers London £90.10
National Bank of China, Limited	99,925	7	£0	£4,000 \$40,000	\$30,552	\$2 (London 3/6) for 1903	7 %	\$73 buyers
Canton Insurance Office, Limited	10,000	\$250	\$50	£1,500,000 \$15,000,000 \$15,000,000	nones	\$10 for 1908	7 %	\$150 sales
North China Insurance Company, Limited	10,000	15	£5	£11,220,000 \$112,200,000 \$112,200,000	£11,220,000 \$112,200,000 \$112,200,000	Final of 7/8 making 15/- for 1908	7 %	£11,220 buyers
Union Insurance Society of Canton, Limited	12,400	\$150	\$100	£1,000,000 \$10,000,000 \$10,000,000	£1,464,901	Final of 5/7 making \$47 for 1907 and Interim of \$30 for 1908	5 1/2 %	\$910
Yangtze Insurance Association, Limited	12,000	\$100	\$60	£1,000,000 \$10,000,000 \$10,000,000	\$707,627	\$12 and bonus \$3 for 1907	7 %	\$230 buyers
FIRE INSURANCE.								
China Fire Insurance Company, Limited	70,000	\$100	\$20	£1,000,000 \$10,000,000 \$10,000,000	\$375,341	\$6 and bonus \$2 for 1907	7 %	\$118 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	£1,000,000 \$10,000,000 \$10,000,000	\$368,711	\$27 for 1907	7 1/2 %	\$565 sellers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	£7,000 \$70,000 \$70,000	\$7,000	\$1 for 1906	...	\$8 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	£100,000 \$1,000,000 \$1,000,000	NIL	\$1 for year ending 30.6.1908	...	\$32 sellers
Hongkong, Canton & Japan Steamboat Co., Ltd.	80,000	\$15	\$15	£1,000,000 \$10,000,000 \$10,000,000	\$27,179	Interim of \$12 for account 1909	7 1/2 %	\$504 ex div. n.
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	£1,000,000 \$10,000,000 \$10,000,000	£13,755	6/- for 1907 on Preference shares only @ ex 1/6 11/16 = 5.154	...	\$63 buyers
Do. Do. (Deferred)	60,000	£5	£5	£1,000,000 \$10,000,000 \$10,000,000	£13,755	Final of 3/- for 1908 and Interim of 1/- for a/c 1909	...	71 1/2 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£1,000,000 \$10,000,000 \$10,000,000	£68,817	\$1.00 \$0.50 for year ending 10.4.1909	4 %	\$26
"Star" Ferry Company, Limited	10,000	\$10	\$5	£1,000,000 \$10,000,000 \$10,000,000	\$8,121	...	3 1/2 %	\$14 1/2
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	£350,000 \$3,500,000 \$3,500,000	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2 %	\$160 ss. and b.
Luxon Sugar Refining Company, Limited	7,000	\$1	\$100	£100,000 \$1,000,000 \$1,000,000	Dr. \$75,803	\$3 for 1897	...	\$23 buyers
Perak Sugar Cultivation Company, Limited	7,000	£15	£50	£100,000 \$1,000,000 \$1,000,000	£6,502	£10 for year ending 31.8.09	...	£1470 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£175,000 \$1,750,000 \$1,750,000	£1,481	Final of 1/6 making 3/- for 1909	7 %	£1,481
Headwaters Mining Company	60,000	£10	£10	£1,000,000 \$10,000,000 \$10,000,000	nones	First year	...	£1,481
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£1,000,000 \$10,000,000 \$10,000,000	£4,378	No. 12 of 1/- = 12 cents	...	\$54 buyers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	£11,886 \$118,860 \$118,860	Dr. \$7,421	\$1.75 for year ending 31.12.08	...	\$10
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$55	\$50	£1,000,000 \$10,000,000 \$10,000,000	\$10,102	Nones	...	\$61 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$5	\$50	£1,000,000 \$10,000,000 \$10,000,000	\$345,262	Interim of \$12 for account 1909	...	\$524 buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	£100	£100	£1,000,000 \$10,000,000 \$10,000,000	£1,000,000	Interim of £12 for 1910	6 1/2 %	£1,000 buyers
Shanghai and Hongkew Wharf Company, Limited	36,000	£1	£100	£1,000,000 \$10,000,000 \$10,000,000	£1,000,000	Final of £12 making £10 for 1908	7 %	£1,000 sales
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	£1	£100	£1,000,000 \$10,000,000 \$10,000,000	£1,000,000	£12.10 for year ending 30.2.09	5 1/2 %	£1,000 sales
Central Stores, Limited	50,123	\$15	\$15	£1,000,000 \$10,000,000 \$10,000,000	\$24,641	\$1.10 on old and 60 cents on first new issue	...	\$16 buyers
Hongkong Hotel Company, Limited	12,000	\$5	\$5	£1,000,000 \$10,000,000 \$10,000,000	\$19,272	Interim of \$2.40 on old and 40 cents on new shares for account 1909	...	\$57 new buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$5	\$1	£1,000,000 \$10,000,000 \$10,000,000	\$20,475	Interim of 3/- for account 1909	6 1/2 %	\$99 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$1	\$10	£1,000,000 \$10,000,000 \$10,000,000	\$5,486	60 cents for 1908	7 1/2 %	\$74 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	£1,000,000 \$10,000,000 \$10,000,000	\$278	\$14 for 1908	5 %	\$29 buyers
Shanghai Land Investment Company, Limited	78,000	£15	£50	£1,000,000 \$10,000,000 \$10,000,000	£1,000,000	Interim of £12 for account 1909	6 1/2 %	£1,000
West Point Building Company, Limited	12,500	\$50	\$50	£1,000,000 \$10,000,000 \$10,000,000	\$1,000,000	Interim of \$2 for account 1909	8 1/2 %	\$424 ex div.
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	£15	£5	£1,000,000 \$10,000,000 \$10,000,000	£10,991	£12 for year ending 31.10.09	8 1/2 %	£1,000 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	£1,000,000 \$10,000,000 \$10,000,000	£1,000,000	50 cents for year ending 31.7.08	...	\$6 sales
International Cotton Manufacturing Company, Ltd.	10,000	£15	£15	£1,000,000 \$10,000,000 \$10,000,000	£1,000,000	£12 for year ending 30.9.08	...	£1,000
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	£100	£100	£1,000,000 \$10,000,000 \$10,000,000	£1,000,000	£12 for 1908	...	£1,000
Sey Chee Cotton Spinning Company, Limited	2,000	£100	£100	£1,000,000 \$10,000,000 \$10,000,000	£1,000,000	£12 for 1905	...	£1,000
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,694	12/6	12/6	£1,000,000 \$10,000,000 \$10,000,000	£1,000,000	15 % per share for 1908	10 %	\$12
China-Borneo Company, Limited	60,000	\$12	\$12	£1,000,000 \$10,000,000 \$10,000,000	£1,000,000	\$1.20 for 1908	...	\$12
China Light and Power Company, Limited	50,000	\$10	\$10	£1,000,000 \$10,000,000 \$10,000,000	\$61,141	50 cents for year ended 28.1.06	8 1/2 %	\$54 buyers
China Special Shares	125,000	\$1	\$1	£1,000,000 \$10,000,000 \$10,000,000	£1,000,000	80 cents for 1907	8 1/2 %	\$84 ex div. b.
China Provident Loan & Mortgage Company, Ltd.	40,000	\$7 1/2	\$6	£1,000,000 \$10,000,000 \$10,000,000	£1,000,000	\$1.20 for year ending 31.7.09	8 1/2 %	\$161 buyers